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Report of Illinois Grain Dealers Convention in This Issue

THE AMERICAN ELEVATOR AND GRAIN TRADE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
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VOL. XXXVIII

431 South Dearborn Street, Chicago, Ill., May 15, 1920

NO. 11

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Eighteen years' service and still running.

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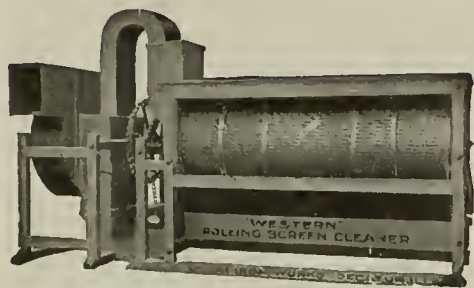
In laying plans for a new belt installation consult a Diamond expert—his advice may be helpful.

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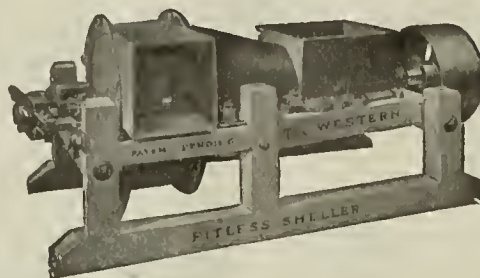
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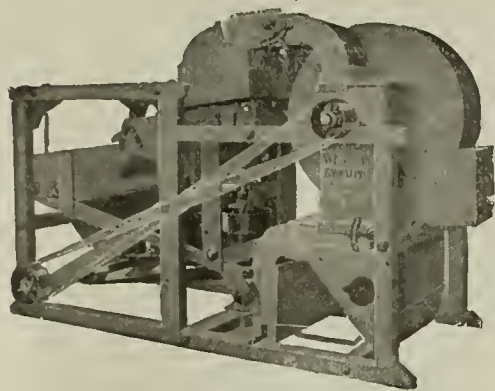




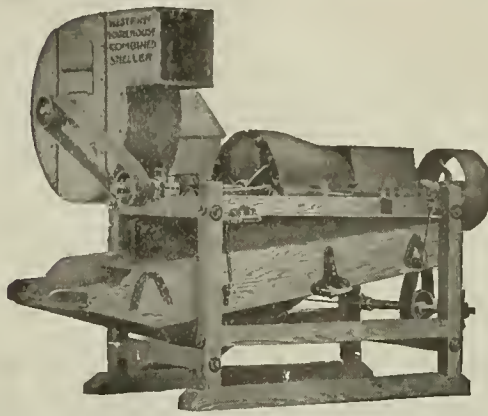
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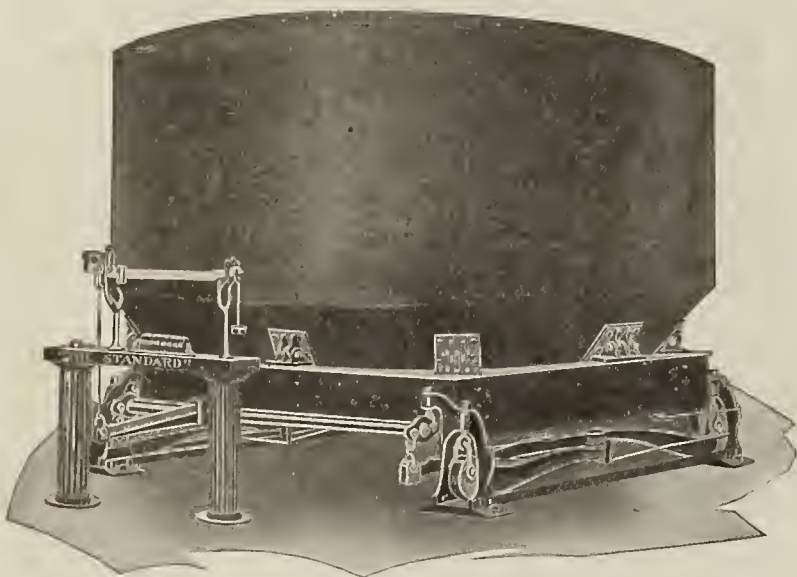
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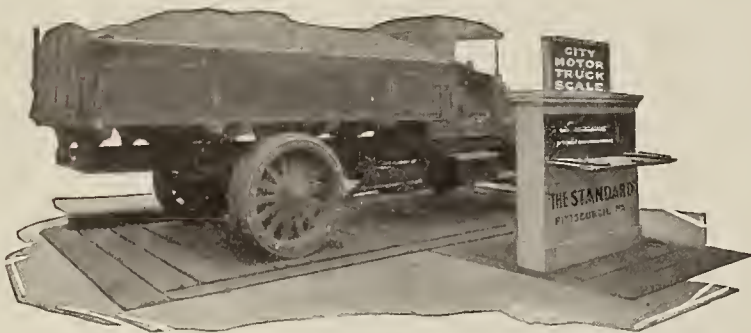
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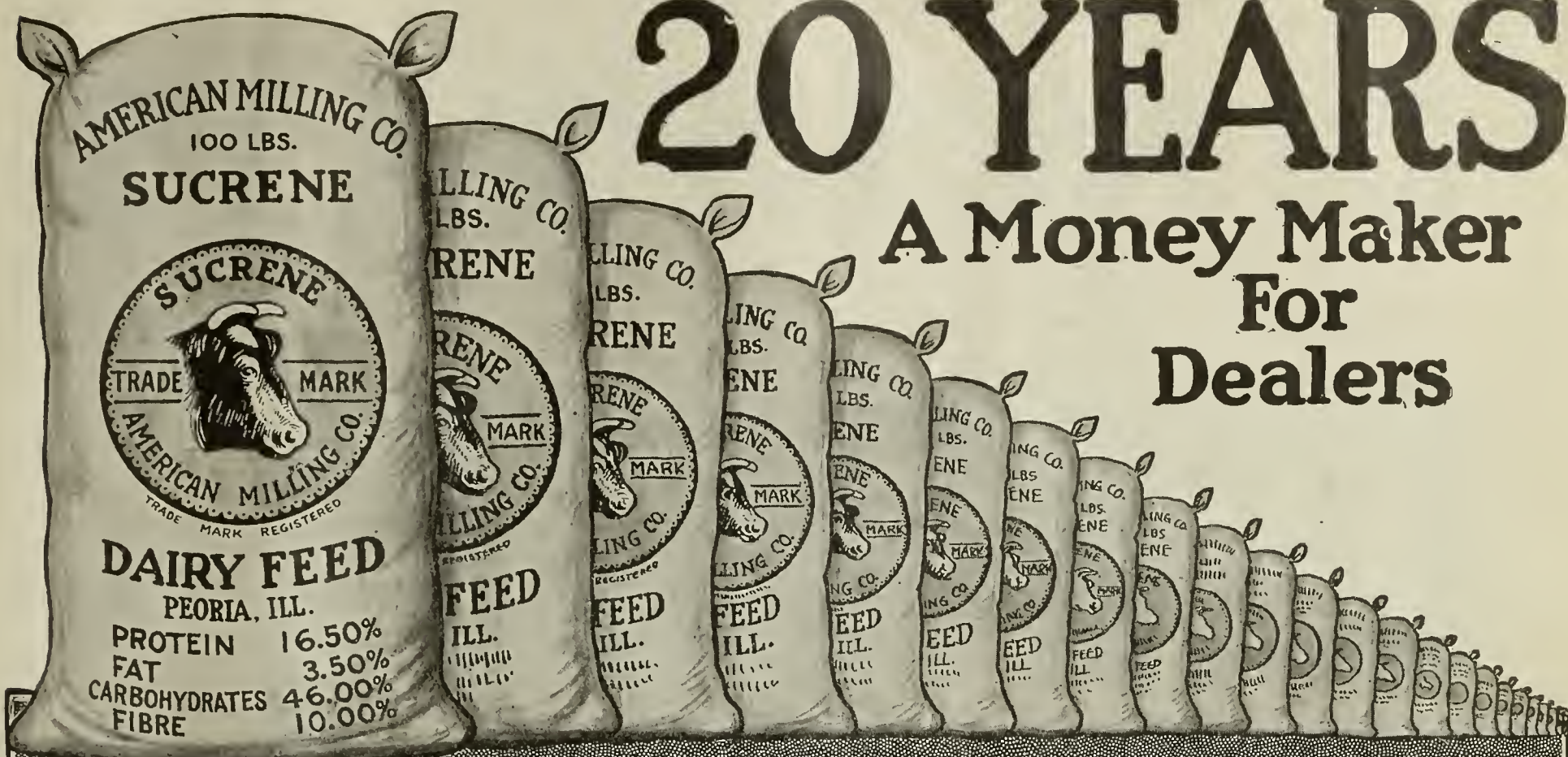
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Sucrene Feeds have always been advertised in a big way. The demand for them is greater than ever, and our new mill at Peoria enables us to meet it.

We are having a big run especially on the entire line of Sucrene Scratch Feeds for poultry, which offers an attractive business opportunity right now.

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FITZGERALD BROS. CO., Grain and Hay
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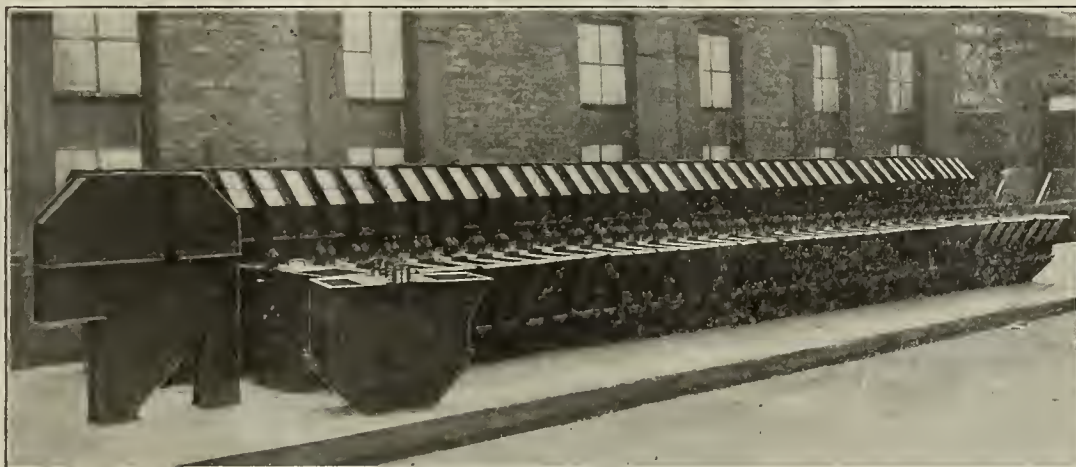
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Elevating, Conveying and Power Transmitting Machinery



Equipment
Will Give You
The Service
You Have a
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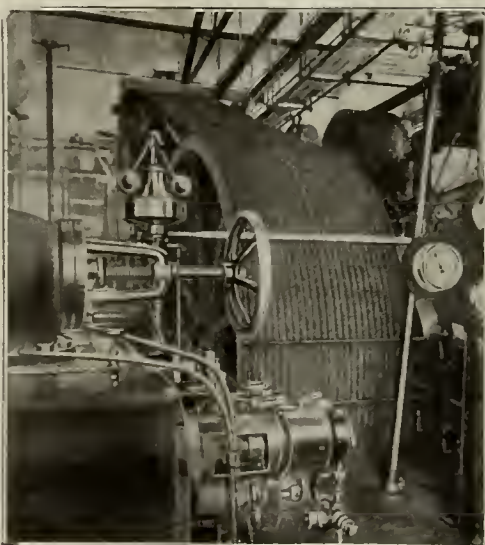


FOR OVER THIRTY YEARS

The Weller Manufacturing Company have specialized in the design and manufacture of modern equipment—the better kind—for the mill and elevator.

Weller made equipment will be found doing duty in most of the large and a great many of the small elevators, giving satisfactory service for years at a minimum expense for operation and upkeep.

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Weller Made Steel Bushed Conveyor Chain



This stamp on
steel chain insures
service.



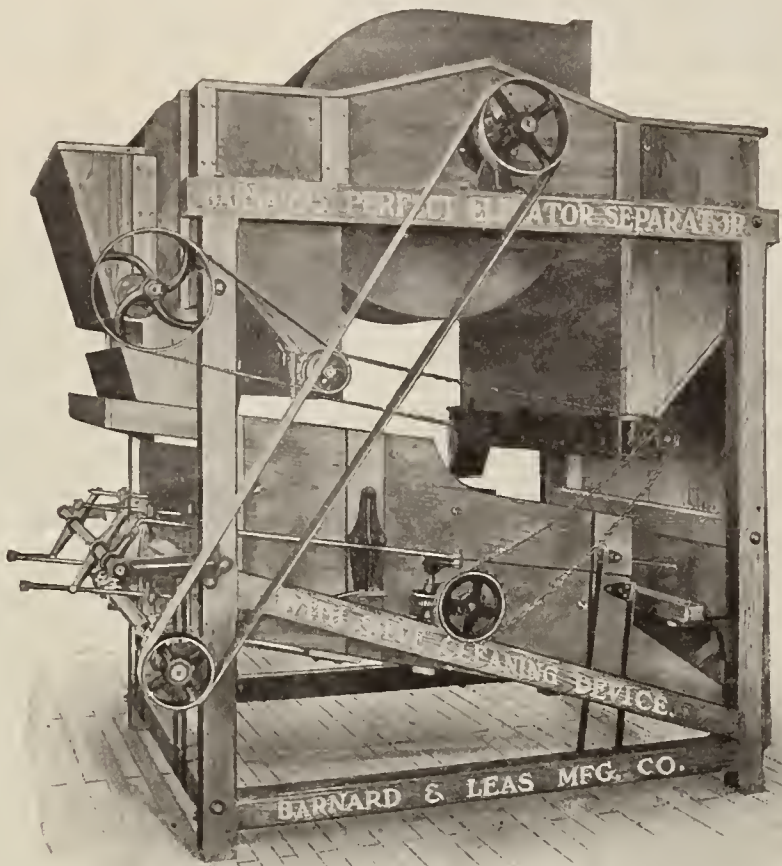
With Case Hardened Bushings and Pins—
A Chain to meet your requirements. Write us.

Our No. 30F Catalogue Should Be in the Files of Every Mill
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WELLER MFG. CO.

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Barnard-Moline Perfected Elevator Separator

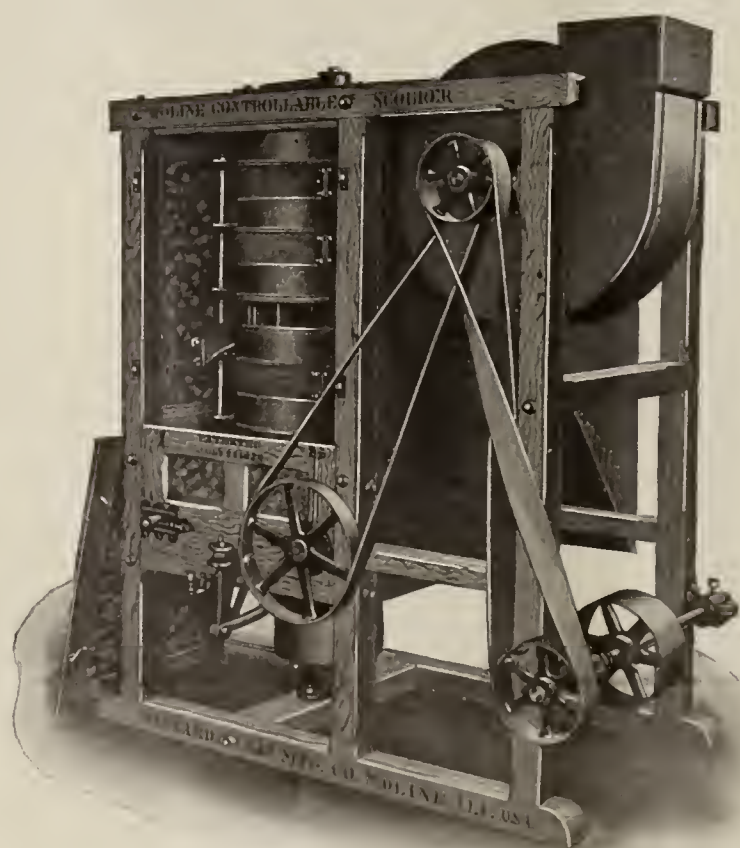
This is our Three-Sieve type machine, which includes one grain sieve, a scalping sieve and a seed sieve. It is equipped with a *Sieve Cleaning Device*, which is applied to the main sieve and the sand or seed sieve; this cleaning device keeps the sieves absolutely clean at all times, insuring positive and uniform work.

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This machine enables the miller to have complete control over the degree of scouring all grades of grain as hard as nature will permit. We lay great stress on the fact that whether scouring hard, medium or mild, the same amount of grain is always passing through the machine, and receives the same number of blows or impacts; in no sense is the grain hurried through.

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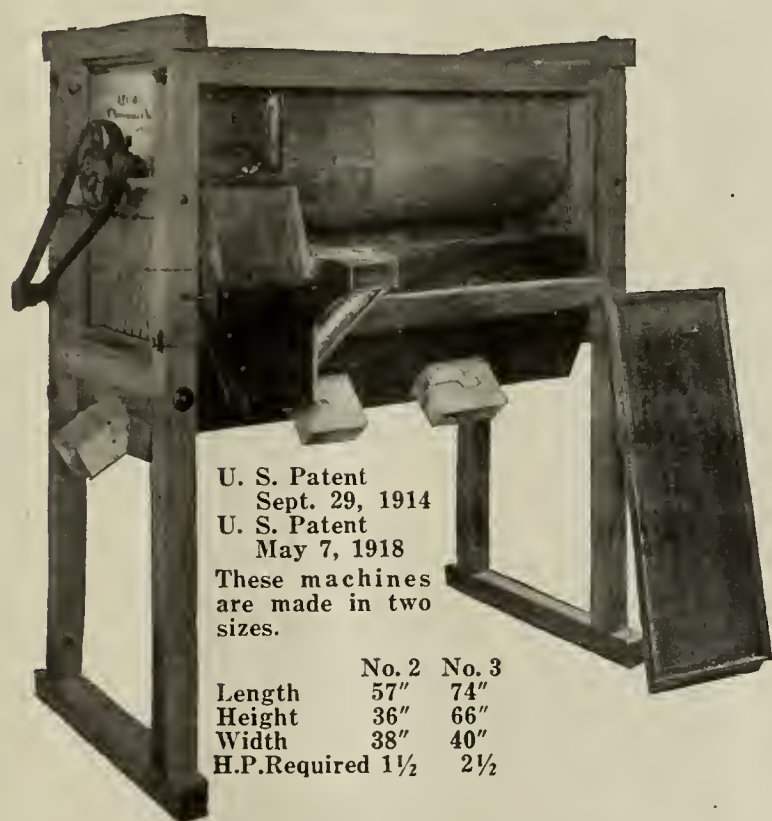
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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10 DAY FREE TRIAL IN YOUR ELEVATOR

This Improved Economy Cracked Corn Separator and Grader Will Soon Pay for Itself



U. S. Patent
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U. S. Patent
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These machines
are made in two
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	No. 2	No. 3
Length	57"	74"
Height	36"	66"
Width	38"	40"
H.P. Required	1½	2½

The Goodrich Bros., Winchester, Ind., started with one of our first machines in 1916. They now have seven in their different elevators, and are planning more.

THEY FOUND IT PROFITABLE AND SO WILL YOU

SOME one is selling the chick feed and horse feed in your community. Why not you?

By manufacturing your own feed your profits on sales are larger than when selling a product made by some other firm.

THE ECONOMY GRADES AND POLISHES

It turns out bright, clean, polished cracked corn of all desirable sizes. The coarse for scratch feed, the medium for developer and the fine for baby chick feed.

TO GET THE ECONOMY

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Yours very truly, E. P. SPOONAMORE, Prop.,
Farmers Roller Mills.

Stanford, Ky., March 30, 1920.

THE LINKHART MFG. CO.

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Linkhart Mfg. Co.
North Vernon, Ind.
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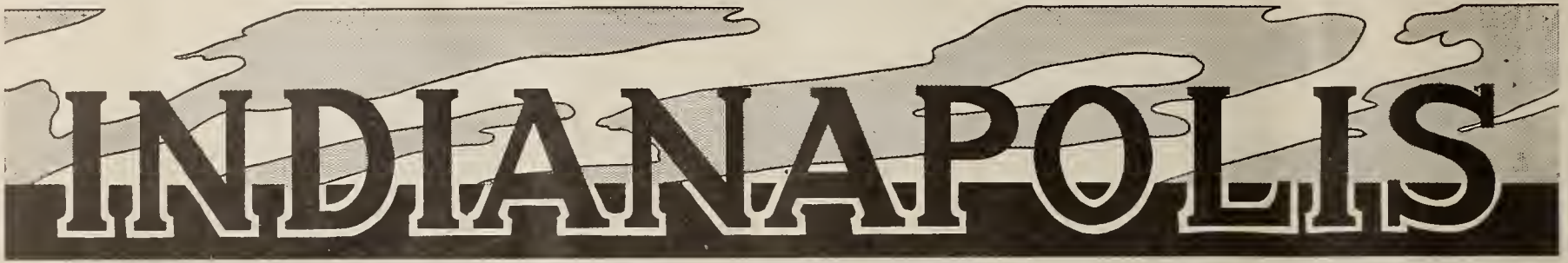
Please send us Catalogue and any other literature with samples of work done, and the terms by which the machine pays for itself before last payment is due.

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The Many Advantages Offered By the Central Grain Market

Indianapolis is known as the largest inland railroad city in the country and is the natural destination for shipments of grain from Indiana, Illinois, Ohio, Michigan, Wisconsin and states adjoining.

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P. M. GALE GRAIN CO., Grain, Feed
GOLDBERG GRAIN COMPANY, Consignments
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LAMSON BROS. & CO., Grain, Seeds
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McGregor, Iowa,
Jan. 30, 1920

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Yours very truly,

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Note:

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Your opportunity is in showing to the farmers and dairymen of your community that in

SCHUMACHER FEED AND BIG "Q" DAIRY RATION



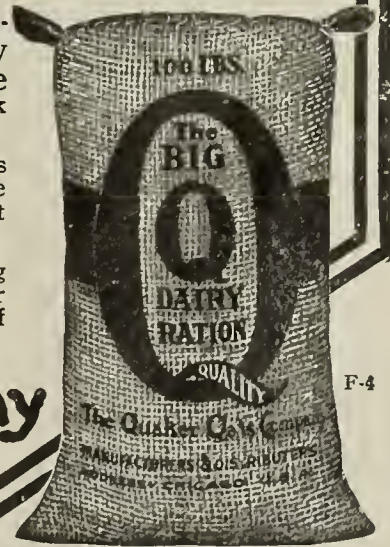
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F-4

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DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
THIS DISTINGUISHES THE BEST FROM THE REST



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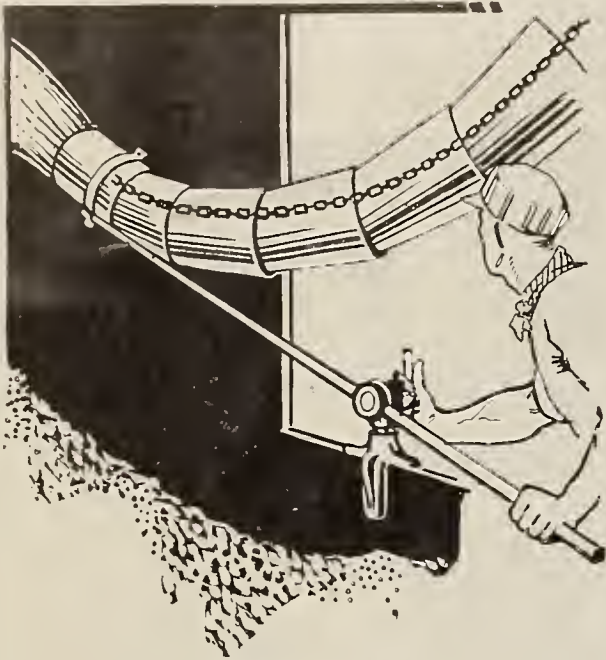
TOLEDO, OHIO, U. S. A.

THE MARTIN B. REILLY CO., Western Distributors, 9 S. Clinton St., Chicago, Ill.

The Cowan Dockage Tester

Eliminates all Guesswork. A Few Turns of the Crank Separates Your Clean Wheat from all Foreign Substances.

No Noise—Absolutely Durable



Englehart Loader

ENGLEHART LOADER

Loads Cars from End to End. Saves Time; Reduces Dockage; Assures Better Grade; and Pays for itself in a few loadings.



The Cowan Dockage Tester

For Reference on The Cowan Dockage Tester

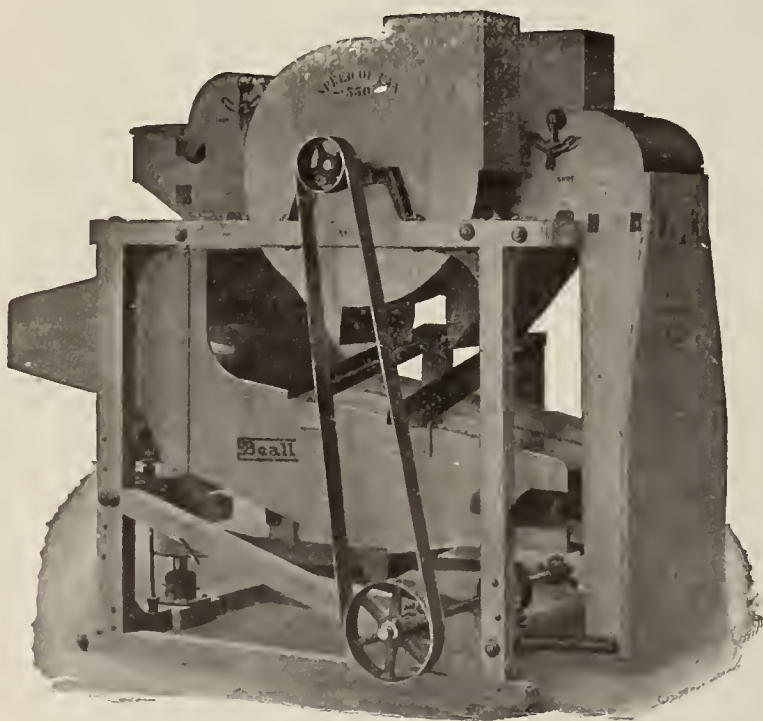
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The Cuthbert Company

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Minneapolis, Minn.



Built in ten sizes

Beall
THE MARK OF QUALITY

It affords much greater satisfaction to operate

Beall Warehouse and Elevator Separators

than any others because they are the best separators. A large number of elevator and mill owners show appreciation of this fact by buying the Beall.

They represent the only true economy—that of quality.

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THE BEALL IMPROVEMENTS CO., Inc.
Decatur - - - - - Illinois



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John S. Metcalf Co.

Grain Elevator Engineers



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All classes of Steel and Iron Work designed, delivered and erected complete.

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L. A. STINSON

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ELEVATORS, MILLS AND WAREHOUSES
COMPLETE

National Life Building Chicago, Ill.

Grain Driers, General Overhauling and Improvements

Reliance Construction Company

Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS

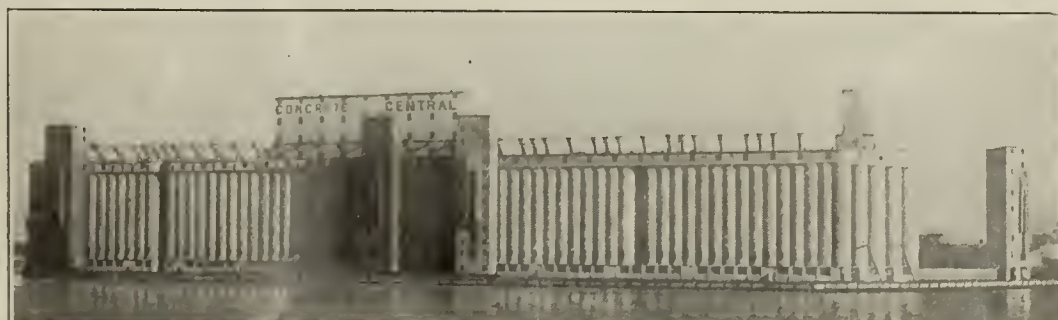
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625 Board of Trade Building, INDIANAPOLIS, IND.

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Built Elevators
Assure You
Economical Design
First Class Work
Efficient Operation
and
Satisfaction
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One of the Modern Houses Which Has Made a Record
for Rapid and Economical Handling
CONCRETE CENTRAL, BUFFALO, 4,500,000 Bu.



MONARCH ENGINEERING CO.

BUFFALO, N. Y.



400,000 BUSHEL ELEVATOR
FOR

Postum Cereal Co.

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MAKERS OF

POST TOASTIES, POSTUM CEREAL
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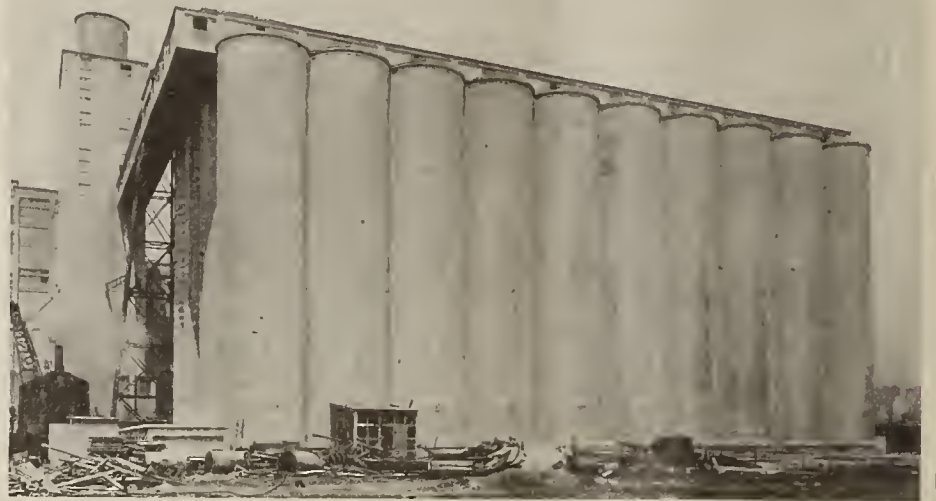
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Macdonald Engineering Company

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Reinforced Concrete Storage Argo Illinois Plant Corn Products Refining Company

*One of Forty Structures We Have
Built for this Company*



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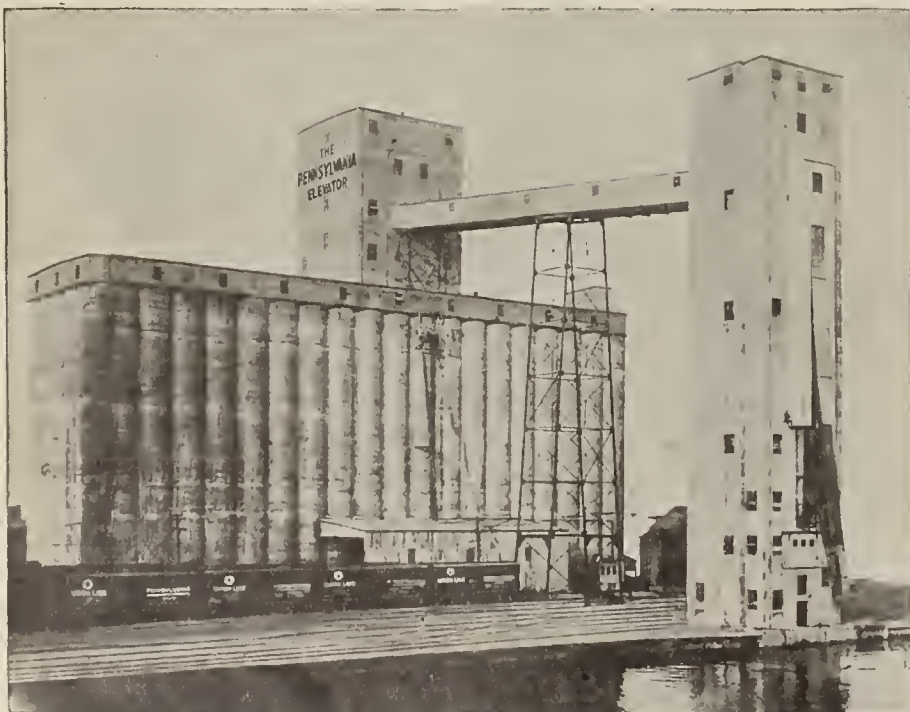
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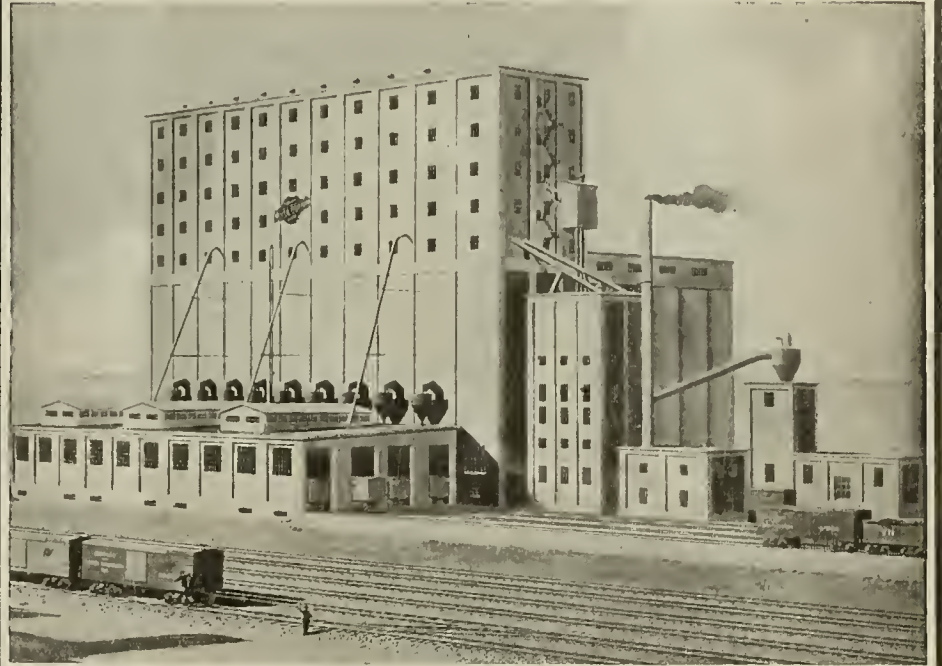
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about the condition of that grain in your bins?
Let us equip your storage with a

Zeleny Thermometer System

to tell you the exact condition of
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Over 100 Elevators Equipped

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We have taken over 100
contracts. We have com-
pleted most of them, and
we will add 100 to our cus-
tomers list. Our services
are available to you.

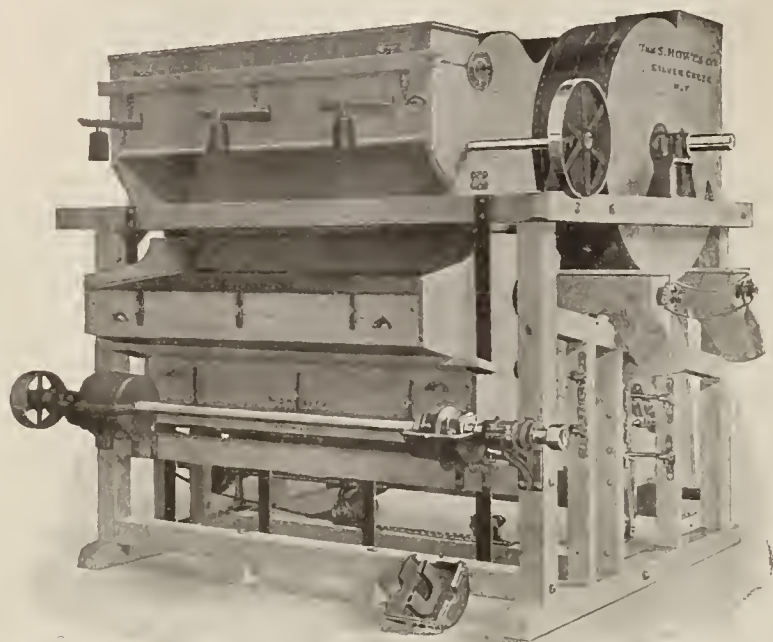
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Grain Elevators, Mills, Coal
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Compound
Elevator Separator
"Equal to Any Occasion"

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Music Hall—June 1-2-3-4.

Eureka Compound Elevator Separators are
Universally adopted because they are
Reliable, Dependable, easily operated, and
Efficient. Air Separations can be
Kept under perfect control.
America's Foremost Grain Cleaner.

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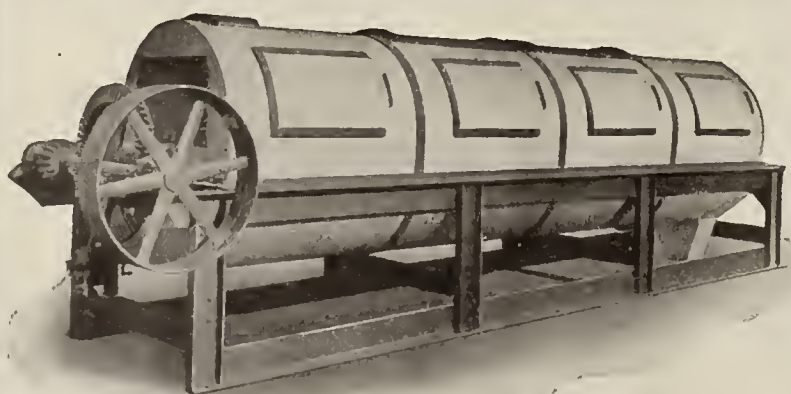
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BALL BEARING



Type A Enclosed Rotary Drier

IN the effort to make the
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highest grade apparatus of
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our machines with S.K.F.
ball bearings throughout.

The use of ball bearings is important for the rotating drum of the drier with its multitude of pipes and heavy castings is an extremely weighty apparatus. It is advisable therefore to reduce the frictional load to a minimum. On actual test in which identical machines of our own make were used we found that the ball bearing equipped rotary required one-third less horse-power.

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For many years Tropical Coatings have been used on the buildings of the Kansas Milling Company at Wichita, Kansas (illustrated above). They are painting again this spring using Cementkote on concrete grain bins and Elastikote on brick and metal surfaces.

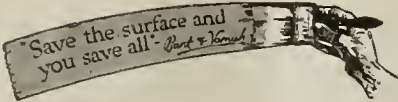
This is only one of the many plants in the Grain Trade that are using Tropical products. For years we have been devoting our efforts to the manufacture of protective and decorative coatings for Grain Elevators, Mills and Industrial Plants. We are specialists in this particular line.

One of our representatives will be glad to call and give you estimates and complete information regarding Cementkote, Elastikote, and our other protective coatings suitable for your use.

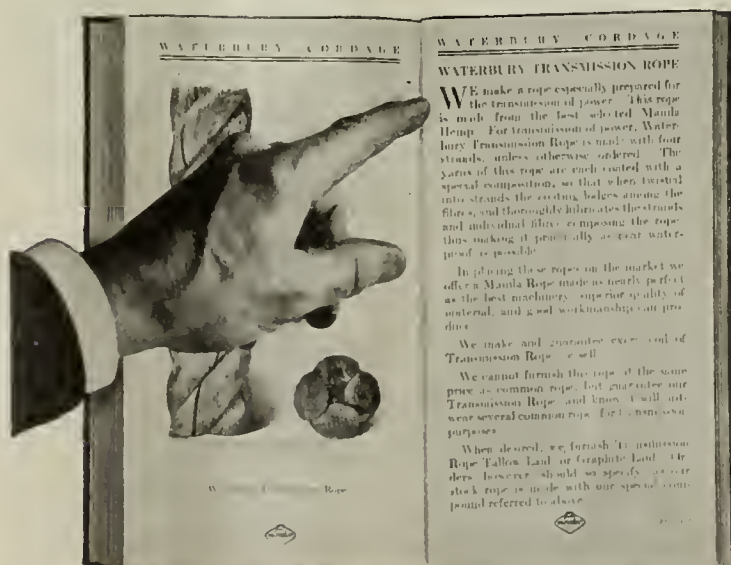
Our new illustrated booklet, "Tropical Paints For Grain Elevators" will interest you. We will be pleased to mail you a copy.

The Tropical Paint & Oil Co. Cleveland, Ohio

Specialists in the manufacture of Protective and Decorative Coatings for Grain Elevators and Industrial Plants



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—reason enough for a Waterbury rope drive.

The difference in price per running foot between Waterbury Manila Transmission Rope and a leather belt that will deliver the same horsepower would alone be conclusive argument. But added to that saving is the much lower upkeep expense of rope and the further advantage that a rope drive can be operated with long or short shaft centers, and is as efficient in vertical as horizontal drives, since slippage is practically eliminated.

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We Manufacture and Have for Prompt Shipment Everything in Grain Elevator Machinery. Our Lines Include:



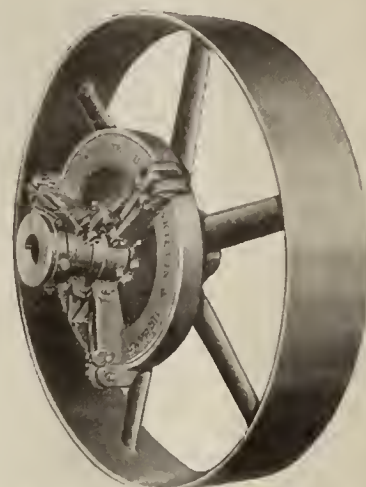
Front View of Salem Bucket



Back View of Salem Bucket

Bearings
Belt Conveyors
Bolts
Boot Tanks
Buckets
Clutches
Conveyors
Couplings
Garner Bottoms
Gears
Hangers
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Elevator Legs

Elevator Heads
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Pulleys
Samplers
Screw Conveyors
Shaft Bearings
Spouts (Car Loading)
Belt Tighteners
Belt Conveyor Trippers
Telescope Trolley Spouts



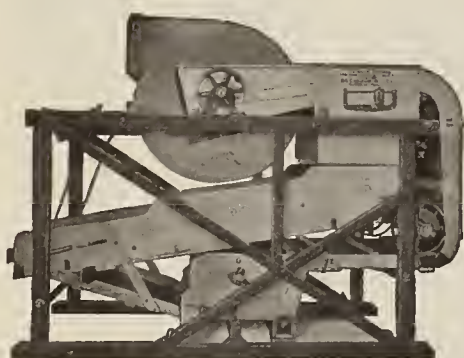
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Standard Weight Screw Conveyor

Send for our 500-page catalog No. 18

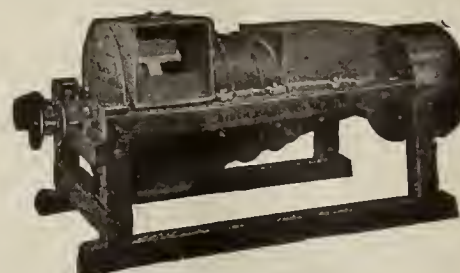
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The U. S. Grain Cleaner



The Constant
Safety
Ball-Bearing
Man-Lift



The U. S. Corn Sheller

The character and dependability of a manufacturer is equally important with the subject of quality, strength and service in his machinery.

The best assurance you can have of the two first points is to look at the record of the manufacturer's business principles extending over a period of years. For the remaining three points look at the record of his machinery.

We invite the closest scrutiny both of our business principles and our machines. The CONSTANT trade mark has been a guide to good buying of grain elevator machinery for many years. You may therefore enjoy the economy and satisfaction that comes from purchasing the CONSTANT line, without doubt or hesitation, knowing that you will receive quality, service and fair treatment.

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IN

MODERN MILL EQUIPMENT

AN absolutely dependable, practical passenger elevator that can be used in flour and cereal mills, grain elevators and factories. This machine occupies very little space and can be built in heights to suit any condition. It operates with a minimum power requirement and may be driven by means of a belt from a power shaft or from an electric motor.

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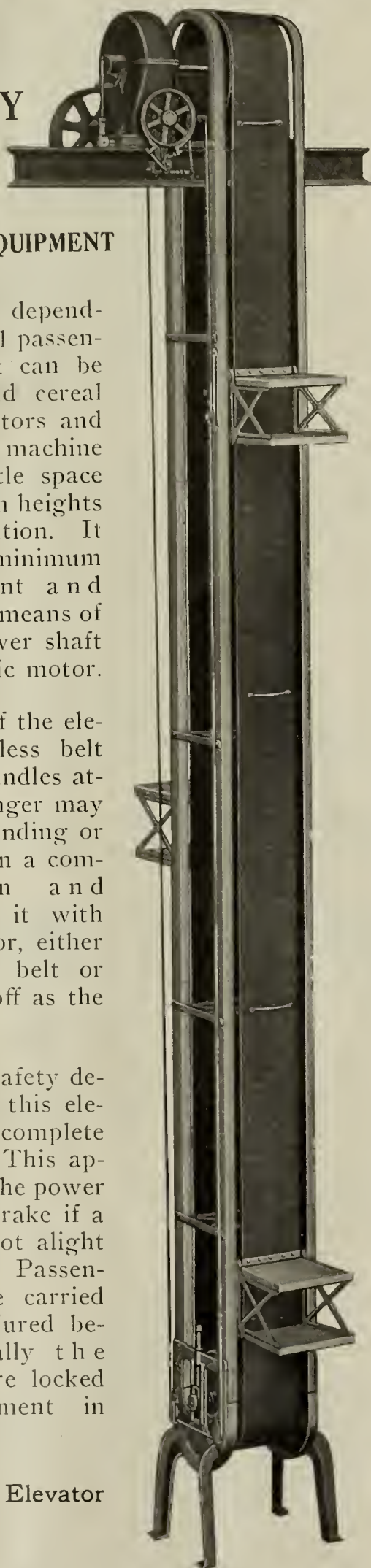
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INDIANAPOLIS, INDIANA

America's Leading Mill Builders

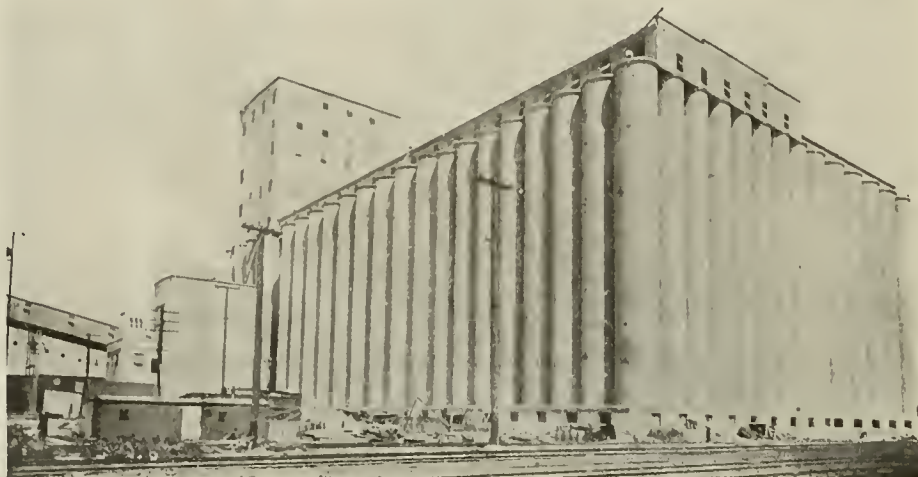


The Sign of Efficiency The Sign of Durability

MORSE DRIVES

Positive as Gears Flexible as a Belt

Longer Life



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Philadelphia, Pa.

"Another Morse"

Morse Silent Chain Drives on All Motors in this Plant, Developing a Total of 1,800 Horsepower.

FIFTY country elevators out of 97 examined, were equipped with motors ranging from 10 to 50 horsepower.

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MORSE DRIVES where you now have belts and gears will eliminate worry, attention, trouble, slippage and power loss. There is a Morse Silent Drive that will meet just your requirements. No matter how severe the service or how difficult the installation, Morse Silent Chain Drive installations have encountered the same problem and will show a good solution.

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Give greater output in a given time.
Give steadily, noiseless, clean, never failing.
Cost less to operate, 99% efficient.
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Let us have your problem.
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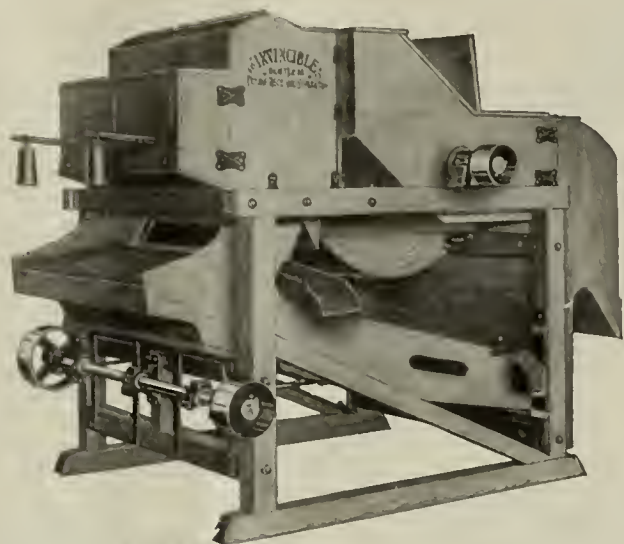
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For small and medium capacities the INVINCIBLE Double Receiving Separator will meet every requirement. Has every advantage to be had on the more expensive machines and just as much care taken with its construction.

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Silver Creek, N. Y.

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If you are not personally acquainted with "Bauer" Attrition Mills, here is a chance to look them over. Notice their all-around, good, sturdy construction, the many little refinements in design, and the exclusively "Bauer" features. That end control with Temper Screw and Quick Release Lever is worth special attention. Note how easy the mill runs.

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The Patented Preston-Lansing Block. Note the air spaces which protect the grain against extremes of temperature.

Preston Lansing

Tile Grain Bins

store your grain in safety. Vitrified tile is ideal for grain bins. Our method of construction makes a bin that is moisture proof, frost proof, vermin proof and fire proof. Block is braced against block in "shiplap" formation, giving strength to withstand any grain or wind pressure. Between each tier of blocks is a thick layer of cement and concrete re-enforcing. The surface is smooth inside and out.

Preston-Lansing Bins are economical as their first cost limits the expense.

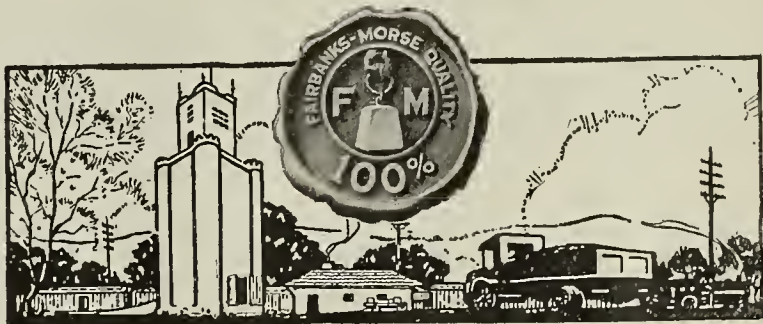
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Another new factory just completed at New Brighton, Pa.



Grain Bins of the Henry Killick Co., Lyons, N. Y.



Fairbanks Type "P" Wagon and Auto Truck Scale

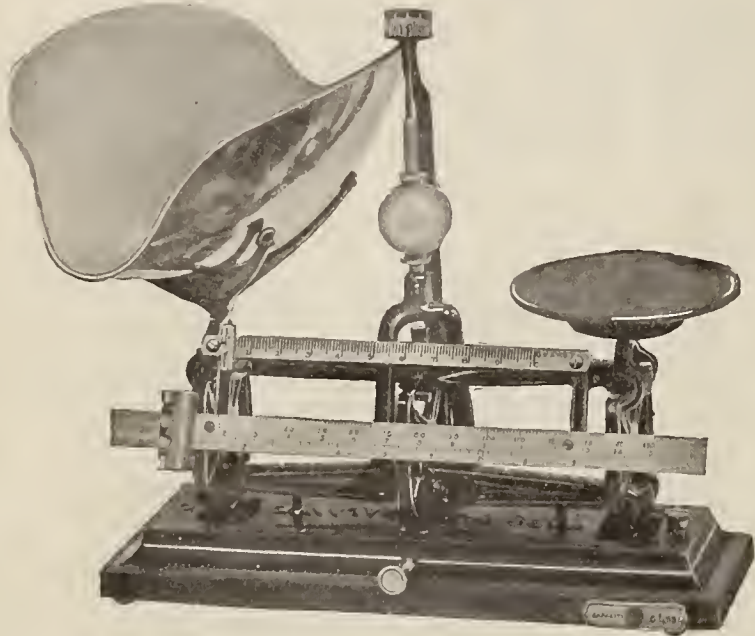
Now you need a scale that will weigh heavily loaded auto trucks with dependable accuracy. The Fairbanks Type "P" Wagon and Auto Truck Scale has suspended platform construction—means that weighing mechanism is not harmed by the pounding and jarring of trucks on the platform. Knife edges and bearings are kept in continuous contact—long life and fine accuracy are assured. Backed by nearly ninety years of scientific scale construction.

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Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture.



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Weight for moisture test.
Dockage. 0 to 15% by 1/10% per 1,000 grams (1 kg.).
Weight per bushel: 0 to 70 lbs. per bushel by 1/10 lb. using one quart dry measure.
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The Quality of Peters' Alfalfa Meal

Has attracted the attention of prospective alfalfa meal producers to the PETERS' machines

Contracts are being made now for Fall installation

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Do they have to plod up and down stairs in the old, out-of-date way—wearing themselves out, wasting valuable time, and a yearly loss to you of hundreds of dollars? Or do they

RIDE ON THE HUMPHREY

Endless Belt route, thereby keeping themselves fresh for better work, increasing your output and cutting down your overhead, besides keeping in a cheerful, willing frame of mind? These are

ABSOLUTE FACTS

and we are ready and willing to prove them to your entire satisfaction. The secret of a competitor's increased production and better prices is probably due to his use of the Humphrey.

For 33 years the Humphrey has stood the test, and today is the natural leader. Construction, material and reputation for the "best" cause it to be specified by both large and small mills, elevators, engineers, and construction companies.

IF YOU HAVEN'T ONE YOU PAY FOR IT ANY WAY

Send for Bulletin A2

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SOLE MANUFACTURERS FARIBAULT, MINN.



Only one element at a time Can be used in the National Renewable Fuse

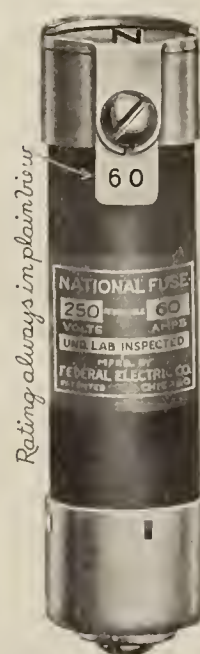
because unlike the bare type of renewal with its fuse strip, it is powder-packed and fits in the holder just like a gun cartridge. The National Renewable Fuse cannot be improperly reloaded—only the proper fuse element can be used—and it cannot be filled with wire or other foreign elements.

National Renewable Fuses are simple, accurate and economical. Simple, because a blow-out means only a slipping out of the old renewable cartridge and inserting a new one. Accurate, because the "tell-tale" indicator keeps the amperage in plain view—a single glance tells you the circuit is properly guarded. Economical, because the powder-packed cartridge costs but a fractional part of the complete fuse and it protects the fuse holder and case from charring, giving it longer life.

National Renewable Fuses are approved by:

Underwriters' Laboratories, Inc. (Their report, E-4199—Dec. 1, 1919.)
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Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

EMERSON

is no experiment. It is men and officials who all times and under all

THE

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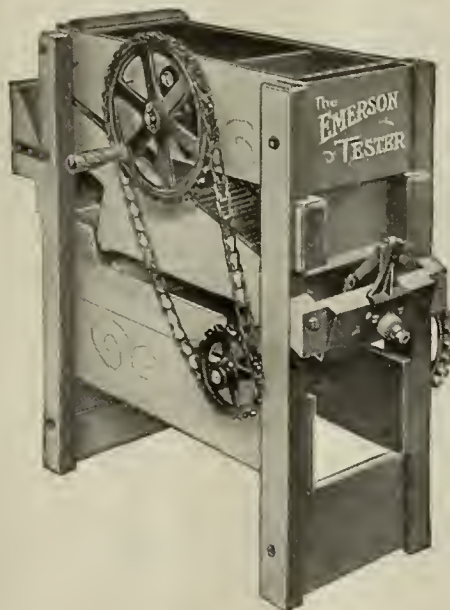
used by all grain must have accuracy at conditions.

10,000
KICKERS

are now in use—the Government uses over 100—Line, Independent and Farmers' Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

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Furnished
with Motor Drive

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of the

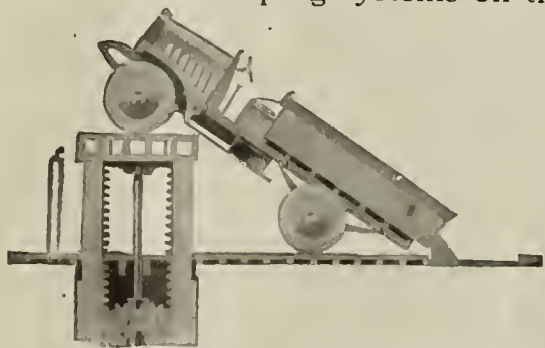
Flour Mill and Grain Elevator
Mutual Insurance Companies

show that 80% of all fires in Mills or Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished free of charge by this office, on request.

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You know that a poor Truck Dump will give you lots of trouble and will be a source of constant annoyance, danger and accident.

Send today for description and prices of The TRAPP Auto Truck Dump and the TRAPP Combination Truck and Wagon Dump—You should inform yourself by all means of the several important main points of improvement and the advantages the TRAPP DUMPS have over the other Truck Dumping systems on the market.



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WRITE TO US NOW—While you are at it—Don't decide on any Truck Dumping System until you have investigated the TRAPP DUMP; for it is the one you will want in your elevator.

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1125 No. 22nd Street

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A PROFITABLE INVESTMENT

Every elevator owner is operating to disadvantage who is trying to get along without a

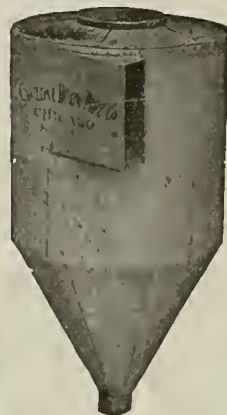
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Do not delay longer but write today for full particulars on the installation of our system.

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Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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Dust Collector

For Grain Cleaners

ALL STEEL

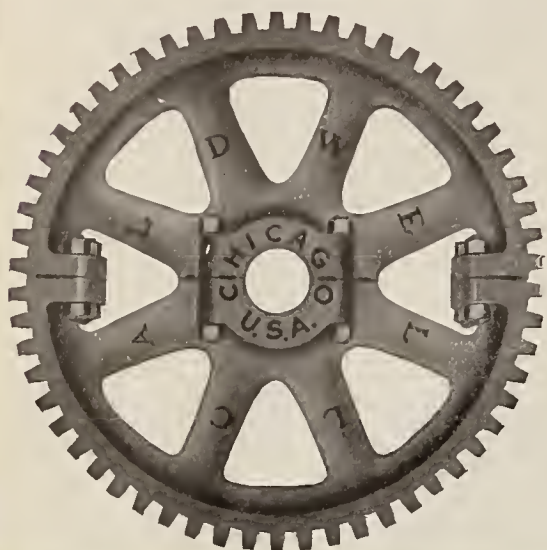
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The Knickerbocker Company

Jackson, Mich.

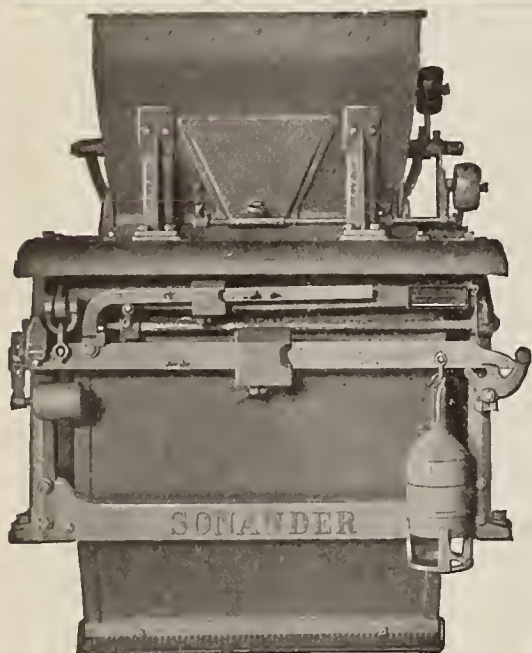
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We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical.

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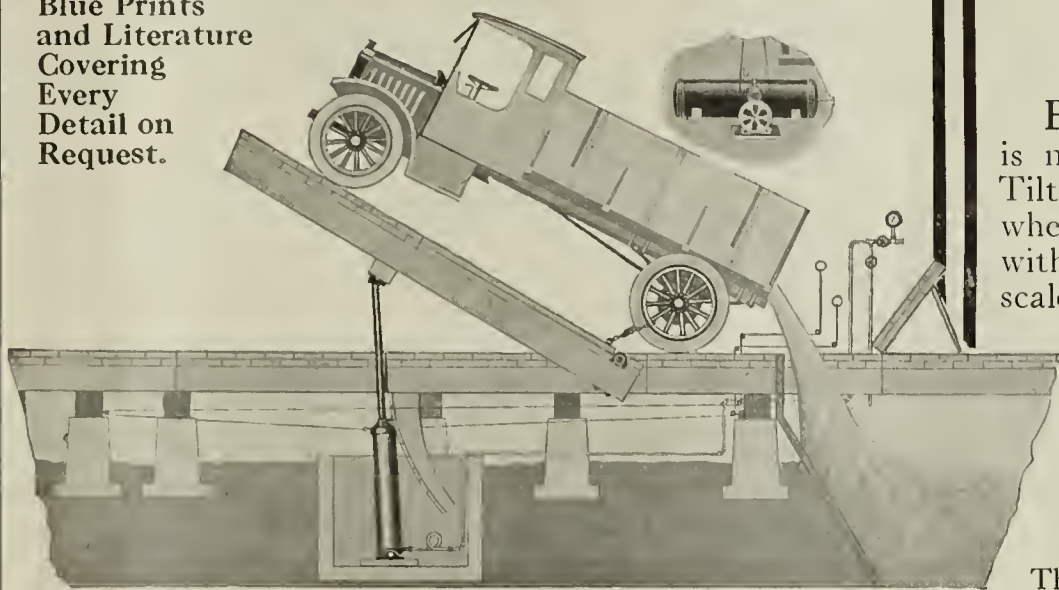
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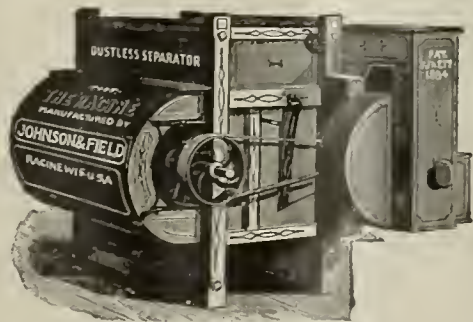


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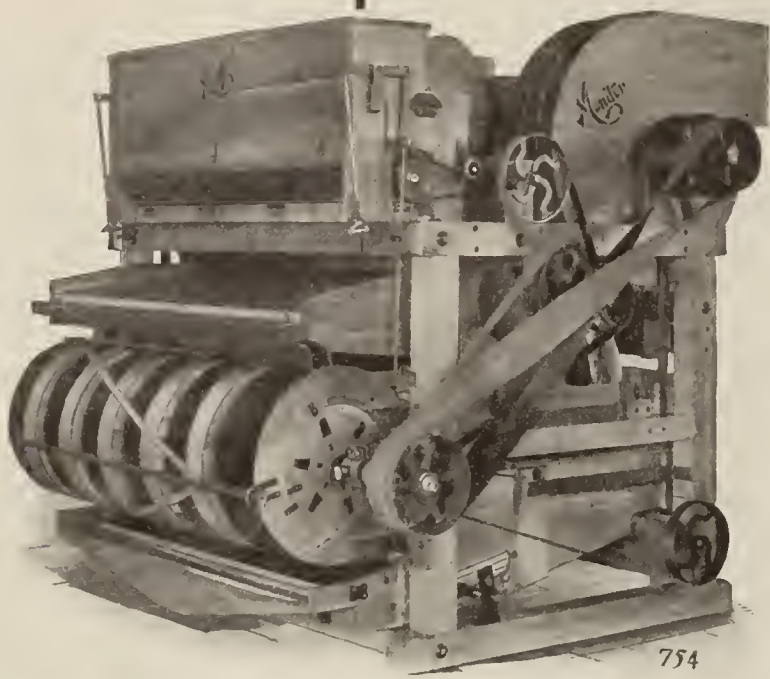
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NO. 11

An Addition to Storage Facilities in Chicago

New Tanks of the J. J. Badenoeh Company, Provide Needed Facilities for the Growing Business of This Progressive Firm of Feed Dealers

THE J. J. Badenoeh Company of Chicago has recently completed a storage addition to its plant at 17th and Robey Streets, which makes it one of the most complete and convenient feed plants in the Central West. The addition as well as the older buildings were designed and erected by the Folwell-Ahlskog Company of Chicago.

The working house is in the center of the plant, admirably situated for handling the grains as they arrive on the main Burlington tracks just to the north of the house. Two tracks run into the building and four extend beyond, giving trackage for 40 cars at one time on the company's property. As the plant is within the Western Avenue Yards of the Burlington there is direct switching connection with 14 railroads which operate East, West, North and South.

The feed mill is over the track shed, and west of the mill is a steel dust house where all the dust resulting from the grain handling and milling operations is collected. The drier building and the power plant are west of the work house and the bleaching plant is at the east end of the storage annex and the new tanks.

The working house is 58x37 feet at the west end and 58x47 at the east end of the ground plan. It is 160 feet high, and consists of a basement, work floor, a three-story cupola, and 40 rectangular bins each of approximately 2,500 bushels' capacity. There are four track pits which discharge to two receiving belt conveyors and then to two legs of 10,000 bushels per hour capacity each. The receiving facilities do not interfere at all with the loading, and simultaneously with grain receipts, sacked grain, feed, and bulk grain can be loaded into three different cars. From the two special bins on the sacking floor, the sacks can be filled and loaded by gravity into car or wagon without trucking.

The drier building is of concrete and is equipped with a 1,500-bushel garner, a 750-bushel Morris Drier and a 750-bushel cooler.

The feed mill is eight stories in height and is equipped with one No. 11 direct connected motor driven Monitor Oat Clipper, with special cone separation; one No. 4 counterbalanced Barnard & Leas Elevator Separator; one No. 9 Monitor Ware-

house and Oat Separator; a 5,000-bushel dormant scale on the first floor and three automatic sacking scales; a radial car puller in the basement and two pairs of Clark Power Shovels. The grinding machinery for the feed was furnished by Sprout, Waldron & Co.; H. W. Caldwell & Son Company supplied the transmission and conveying machinery,

and 84 feet high. There are 21 circular bins and 12 interstice bins. The circular bins are 17 feet inside diameter, and with a total of 350,000 bushels. The tanks are on a pier construction on caissons to rock. Above the tanks is a 43-foot gallery or Texas, nine feet high, which joins the gallery above the old storage house by a concrete bridge 18 feet

long. There is a full basement under the tanks eight feet in the clear. In this basement there are two belt conveyors of 15,000 bushels' capacity per hour. In the Texas are two other conveyors with trippers of the same capacity. The basement also is connected with the old elevator by a tunnel so that operations can be directed from the head house without interruption. The conveyor belts are a total of 1,100 feet in length.

All operations in the new storage annex are by electric power furnished from central station. Individual motors drive the separate belts, those in the basement being connected with Morse Silent Chain Drives.

Provision is made in the new tanks for the installation of an automatic thermometer registering device. There is a complete intercommunicating telephone system which reaches every department of the plant.

Chicago is a large market for prepared and natural feeds, the oat consumption particularly being very large and constituting a generous proportion of the firm's business. The congestion of the downtown streets has militated against the general use of trucks and within the loop most of the hauling is done by horse-drawn vehicles. The firms which use trucks on short hauls do it more for advertising purposes than for economy, for all of the big teaming contractors who keep accurate cost account-

ing systems are agreed that trucks cost approximately 25 per cent more to operate than teams on the same tonnage on congested short hauls.

This alone makes a great market for horse feed and the J. J. Badenoeh Company for years has been one of the chief sources of supply. Eight years ago their original plant burned, but was rebuilt at once to take care of the hundreds of customers who for years had looked to them for their supply.

But the business is by no means confined to the city. The shipping business constitutes the great



NEW STORAGE TANKS OF THE J. J. BADENOCH COMPANY, CHICAGO

and the dust collecting system was installed by the Day Company.

The old storage annex is 70 feet 4 inches by 47 feet 2 inches on the ground and 92 feet 9 inches high. There are 26 rectangular bins with a capacity of 4,800 bushels each and seven bins of 2,400 bushels each. These seven bins are for receiving grain from the bleaching plant and have separate sacking arrangements.

The new tanks which are shown prominently in the illustration, are 126x55 feet on the ground plan

bulk of operations and the facilities for rapid handling in normal times are unsurpassed. Of course, at present, rapid handling by rail is almost a forgotten term, but when the railroads regain some degree of normality the company will come into its own.

PROPER TREATMENT OF TRANSMISSION BELTS

By E. J. BLACK.

Diamond Rubber Company, Inc., Akron, O.

Transmission belts, like delicate machinery, must be given proper care if the user expects them to give good service. This is such a self-evident truism that it would seem hardly worth repeating and yet it is overlooked repeatedly. Belts which should be good for years of continued service are subjected to abuses which soon render them useless, and in many cases the manufacturer is blamed for having put out a defective product when in reality the belt was faultless.

Unjustified claims for adjustments on injured belts are made frequently by disgruntled users. Every manufacturer can cite dozens of cases. Recently the Diamond Rubber Company was asked to make an adjustment on a belt which had been torn along the length of the belt for several yards at either end. The user was vehement in his claims that the belt was defective but when an examination of the belt was made it was clearly shown that the only cause for the injury was improper lacing. The holes for the lacing had been punched haphazardly and with no regard for providing an even strain on the belt. The result was that when it was put in use it ripped apart, and the belt was



THE RESULT OF IMPROPER LACING

practically ruined. The cut shown immediately above is reproduced from an actual photograph of this case.

Improper lacing is probably the most common mistake which users make and yet it is the one which causes the most serious trouble, often completely nullifying all the knowledge and skill which the manufacturers used in making it. There is no

excuse for ruining a good belt in this way. By observing the following simple rules the belt will give the best service of which it is capable:

- (1) Cut the ends of the belt absolutely square. Do not depend upon your eye or use an ordinary ruler. If the end is slanted in the least degree the pull will come all upon one side of the belt and the consequences are likely to be disastrous.
- (2) Make the holes as small as practicable. Use an awl rather than a punch, whenever possible.
- (3) Leave a sufficient margin at the edge of the belt without holes so as to not impair its strength. In belts two inches to six inches wide, the holes should not be nearer to the edge than one-half inch; in belts six inches to 12 inches wide not nearer than five-eighths of an inch, and belts 12 inches to 18 inches wide not nearer than three-quarters of an inch.
- (4) Make two rows of holes, in parallel lines straight across the width of the belt, and stagger the holes, so that the strain comes upon different portions of the belt.
- (5) Be sure that the holes in the two ends to be joined match exactly. Otherwise there will be a "jog" in the belt, and this is likely to result in tearing the belt lengthwise.
- (6) Use flexible lacing, being careful to have it proportionate to the size of the belt. A heavy lacing is likely to cause trouble.
- (7) In lacing the belt, make the pulley side as smooth as possible. Rough places and ends should be turned away from the pulley.
- (8) In using metal fasteners select those which place the strain on the lengthwise strands of the belt. The crosswise strands are not as strong as those which run lengthwise.

Besides improper lacing, there are many other abuses which cut down the life of belts. Shafting that is out of line may cause an undue strain upon the belt and make it run off the pulley. Oil may be allowed to drip upon the belt and ruin it. The belt may be applied with an initial tension so great as to produce an unnecessary strain.

Many complaints regarding unsatisfactory belt performance can be traced to the fact that the wrong belt was used on the job. No matter how good a belt is or how good treatment it receives it will fail to give satisfactory service if not adapted for the use to which it is put.

In deciding upon the right belt for any particular installation there are eight factors to be considered: (1) distance between pulley centers; (2) diameter of the pulleys; (3) width of the pulleys; (4) use of idlers, cone pulleys, quarter turn, half turn, etc.; (5) speed; (6) horse power to be transmitted; (7) load jerky or constant, and (8) conditions such as contact with moisture, oil, or other deteriorating influences.

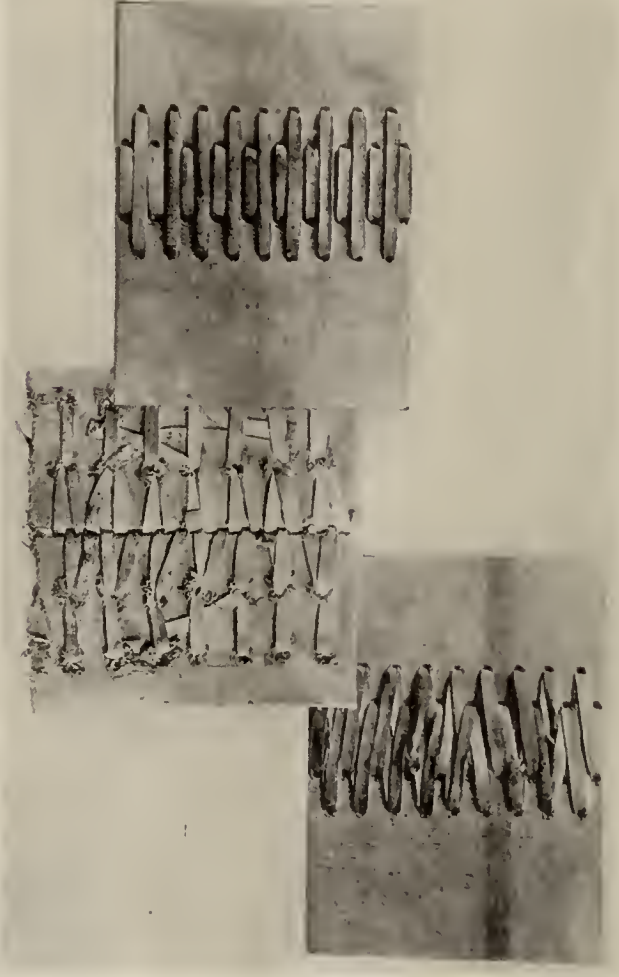
Over these factors the belt man usually has little or no control. His problem is to take the conditions as he finds them, and apply a belt that will give the best service possible under the circumstances. Yet he may sometimes perform a real service by calling attention to a faulty arrangement, when the conditions are such that the fault may be corrected. Real economies may sometimes be effected by lengthening the distance between pulley centers, increasing the width of the pulley face, or by changing the arrangement of a vertical belt so as to give a certain degree of slant.

The factors which are under the belt man's control are these:

- (1) The kind of belting to be used,—such as rubber, leather, canvas, etc.; (2) the grade,—whether cheap, medium or high grade, and (3) the weight of the belt, such as 4 or 6-ply, single or double.

In determining the kind of belting to be used, the merits of rubber belting should receive full consideration. It is economical in first cost, extremely efficient in service, and frequently outlasts other constructions. On the other hand, in places where constant contact with oil is unavoidable, a rubber belt will not give good service. The constant use of shifters is also injurious to a rubber belt.

In deciding upon the right grade for a particular installation, the points to be especially considered are the size of the pulleys, the presence of idlers or other unusual conditions, and the speed. Small



THE RIGHT AND WRONG WAY TO LACE BELTS

[The right and wrong ways of lacing belts are clearly shown in the accompanying cut. The top and bottom views show a belt which has been properly laced. The holes were punched evenly and the lacing was done smoothly, leaving no loose ends which might catch and injure the belt. The middle view shows a belt improperly laced. The holes were punched in some instances so close together that the lacings tore through. A belt laced like this cannot be expected to give the maximum amount of service.]

pulleys, operated at high speed, necessitate a high quality belt. The reason for this is the internal wear between the various plies of fabric, and even between the fibers in each ply, as the belt rounds the pulleys. A high grade rubber friction is the best possible protection against this internal wear, because it protects each fiber with an elastic coating which remains uninjured and which indeed retains its life and elasticity longer when in use than when lying idle.

In this connection, it should never be forgotten that the value of a particular rubber friction cannot be determined merely by the test showing "pounds pull." If the plies were fastened together with glue, this test would show a very high grade belt, but we all know that such a belt could not give service.

The most valuable property of rubber friction is that intangible quality called "life." There is no known test for this but length of service.

In specifying the proper ply for the installation, the determining factors are the size of the pulleys, width of the belt, speed, and the horsepower to be delivered. The belt itself should be at least one inch less in width than the face of the pulley. With

TABLE FOR FINDING THE HORSEPOWER OF A BELT														
		Speed in feet per minute												
Width	Ply	200	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000
4 inches.....	4	1.45	3.64	7.27	10.9	14.5	18.2	21.8	25.4	29.0	32.7	36.4	40.0	43.6
	5	1.82	4.55	9.1	13.6	18.2	22.7	27.3	31.8	36.4	40.9	45.4	50.0	54.6
	6	2.18	5.45	10.9	16.4	21.8	27.3	32.8	38.2	43.6	49.0	54.5	60.0	65.5
5 inches.....	4	1.82	4.55	9.1	13.6	18.2	22.7	27.3	31.8	36.4	40.9	45.4	50.0	54.6
	5	2.27	5.68	11.4	17.1	22.8	28.4	34.1	39.8	45.5	51.1	56.8	62.5	68.2
	6	2.73	6.83	13.6	20.5	27.2	34.1	41.0	47.8	54.5	61.4	68.2	75.0	81.8
6 inches.....	4	2.18	5.45	10.9	16.4	21.8	27.3	32.8	38.2	43.6	49.0	54.5	60.0	65.5
	5	2.73	6.83	13.6	20.5	27.2	34.1	41.0	47.8	54.5	61.4	68.2	75.0	81.8
	6	3.28	8.18	16.4	24.6	32.8	40.9	49.1	57.3	65.5	73.7	81.8	90.0	98.2
8 inches.....	4	2.91	7.27	14.5	21.8	29.1	36.4	43.7	51.0	58.2	65.5	72.7	80.0	87.3
	5	3.64	9.1	18.2	27.3	36.4	45.5	54.6	63.6	72.7	81.9	91.0	100.0	109.2
	6	4.37	10.9	21.8	32.7	43.6	54.5	65.5	76.4	87.3	98.3	109.0	120.0	131.0
10 inches.....	1	3.64	9.1	18.2	27.3	36.4	45.5	54.6	63.6	72.7	81.9	91.0	100.0	109.2
	5	4.55	11.4	22.7	34.2	45.5	56.9	68.3	79.5	91.0	102.2	114.0	125.0	136.4
	6	5.46	13.65	27.3	40.9	54.5	68.2	81.8	95.5	109.0	122.6	136.4	150.0	163.6
12 inches.....	5	5.46	13.65	27.3	40.9	54.5	68.2	81.8	95.5	109.0	122.6	136.4	150.0	163.6
	6	6.55	16.3	32.7	49.1	65.5	81.7	98.2	114.4	130.9	147.0	163.5	180.0	196.0
	5	6.36	15.9	31.8	47.7	63.6	79.5	95.5	111.4	127.2	143.0	159.0	175.0	191.0
14 inches.....	6	7.64	19.1	38.2	57.3	76.4	95.5	114.6	133.8	152.8	172.0	191.0	210.0	229.2
	6	8.73	21.8	43.6	65.5	87.3	109.0	131.0	152.7	174.6	196.5	218.0	240.0	262.0
	8	11.63	29.1	58.2	87.3	116.3	145.3	174.6	203.5	232.6	262.0	290.6	320.0	349.2
18 inches.....	6	9.82	24.5	49.1	73.7	98.2	122.8	147.4	171.8	196.4	221.0	245.6	270.0	294.8
	8	13.09	32.7	65.4	98.3	130.9	163.4	196.6	229.0	261.8	294.0	326.8	370.0	393.2
	6	10.9	27.3	54.5	81.8	109.0	136.5	163.6	191.0	218.0	245.6	273.0	300.0	327.2
20 inches.....	8	14.5	36.4	72.7	109.0	145.5	181.9	218.0	254.5	291.0	327.7	363.8	400.0	436.0
	6	13.09	32.7	65.4	98.3	130.9	163.4	196.6	229.0	261.8	294.0	326.8	370.0	393.2
	8	17.4	43.6	87.2	130.8	174.4	218.0	261.6	305.0	348.8	392.0	436.0	480.0	523.2
30 inches.....	6	16.3	40.8	81.6	122.4	163.2	204.3	245.0	286.0	326.4	368.0	408.6	450.0	490.0
	8	21.8	54.6	109.0	163.8	218.0	272.8	327.6	382.0	436.0	492.0	545.6	600.0	655.0
	10	27.3	68.2	136.4	204.6	273.0	341.0	409.2	477.4	546.0	614.0	682.0	750.0	818.4
36 inches.....	8	26.2	65.5	131.0	196.5	262.0	327.5	393.0	458.0	524.0	589.0	655.0	720.0	786.0
	10	32.7	81.8	163.6	245.4	327.2	409.0	490.8	573.0	654.4	737.0	818.0	900.0	981.6
	8	30.5	76.4	152.7	229.2	305.4	382.0	458.4	535.0	610.8	687.0	764.0	840.0	916.8
42 inches.....	10	38.2	95.5	190.9	286.5	382.0	478.0	573.0	668.0	764.0	860.0	956.0	1050.0	1146.0
	8	34.9	87.3	174.5	261.9	349.0	437.0	523.8	612.0	698.0	786.0	874.0	960.0	1047.6
	10	43.6	109.0	218.0	327.0	436.0	546.0	654.0	764.0	872.0	982.0	1092.0	1200.0	1308.0

this in mind, the proper ply can be determined by consulting the table of horsepower and plies given on the preceding page. To illustrate, if you have a pulley with a 13-inch face, operated at a speed of 4,000 feet per minute, with a maximum load of 100 horsepower, you will find by referring to the table that a 12-inch 5-ply belt operating at 4,000 feet per minute will transmit 109 horsepower and you will specify accordingly. In specifying the ply it must also be remembered that the greatest number of plies to be used on a 12-inch pulley is four, on an 18-inch pulley five plies, on a 30-inch pulley six plies, 40, seven plies and 48, eight plies.

A MONOPOLY IN GRAIN

Wheat growers to the number of about 500 met at Kansas City last month and organized the National Wheat Growers Association. A committee of seven was appointed to formulate a policy and suggest means for marketing the wheat of members. The following resolution was unanimously adopted:

Knowing that the consumers are complaining of the high cost of living and realizing that the farmers cannot feed and clothe the world with the present cost of machinery and labor at as low a price as his products now sell for, we suggest that all unnecessary expense and duplication of service in the distribution system now in vogue be eliminated and to this end we suggest the following remedies:

We recommend that all producers be organized into local farmers' co-operative associations and membership therein be limited to actual farmers.

We recommend that the local farmers' co-operative association be merged into central or terminal marketing co-operative associations, which shall become state-wide or cross-state lines where rail and terminal facilities make it advisable to do so, and that stock in said co-operative central or terminal associations be limited to bona fide farmers and local co-operative associations. We suggest that each local association take an amount of stock in the central or terminal association equivalent to at least 5 per cent of its paid-up capital stock.

We recommend that in the formation of all local and terminal co-operative associations that may be organized on a purely co-operative basis.

We recommend that the district or state terminal marketing association be merged into a national marketing association, which shall also be wholly a co-operative association.

We further recommend that all terminal marketing associations, both state and national, shall constitute channels through which, in time, all the cereal products of the farmers of America shall find their way to the ultimate consumer. The directorate of the National Marketing Association will ascertain and furnish all subordinate terminal associations with statistics relative to the world's supply and demand for the cereal products of the farm.

When the marketing of the cereal crops of the farms through the terminal marketing associations is successfully accomplished, we recommend that co-operative flour and cereal milling associations be organized wherever feasible, so that the farmers' cereal products may reach the ultimate consumer as near as may be in a finished form.

We further recommend that co-operative consumers' associations be established, and that they purchase all the necessities of life from the producer.

WHAT FRANCE PAYS FOR CHEAP BREAD.

France and Great Britain are bread eaters, bread-stuffs constitute a much greater proportion of the food of the people than in this country. It seemed essential to the Governments of both countries during the war and since, that the price of bread should be kept low at all costs.

To this end, in France, the purchasing of both home-grown and foreign wheat was taken entirely out of private hands, a commission bought the necessary supplies at the best prices obtainable and these supplies were distributed at a fixed, and very much lower, price level. It has been deemed necessary to continue this practice down to the present time, and the cost to the French Government has been even more staggering than that borne by the British Government for the same purpose. In Great Britain the loss arising from the difference between the buying and the selling price has been running at the rate of approximately £70,000,000 a year. In France, however, the cost of the operation is almost twice as great.

In the three years 1917-1919, the French Govern-

ment's deficit on account of its "wheat subsidy" amounted to 4,500,000,000 francs (nominally \$900,000,000), and the loss for the current fiscal year is placed at 3,000,000,000 francs (\$600,000,000). Prices paid by the Government for domestic grain in 1919 were 70 per cent above the price at which the grain was sold to the millers, while imported wheat has cost from 144 to 200 per cent more than the prices realized.

NEW ELEVATOR FOR IDAHO TOWN

For 10 years Frank Miles was the principal owner of the Montpelier Milling Company which operated a mill at Montpelier, Idaho. The mill was a success for Montpelier is in one of the best grain regions of the state and one of the most densely populated counties as well, if one can call any part of that land of wide horizons "densely populated."

As grain production increased the need of an elevator to handle it became apparent, so that last year Mr. Miles started the Miles Milling & Elevator Company of Montpelier, he being the sole owner. The elevator with a capacity of 30,000 bushels of bulk grain and warehouse which holds



PLANT OF THE MILES MILLING & ELEVATOR COMPANY, MONTPELIER, IDAHO.

several cars of sacked stuff, has just been completed. It is located in the central part of the business district of the city and has a spur track from the Oregon Short Line to its door. To be sure, there was no particular hurry in the building, for the crop was very light last season, but with the new crop the elevator will come into its own and will have its hands full taking care of the wheat, oats, barley, corn and hay that are offered. The wheat of eastern Idaho is making a name for itself as it is a genuine hard wheat, and there is a good demand for all that is offered on account of its splendid flour making qualities.

The house is of reinforced concrete and is so constructed that additions can easily be made, either to its bulk storage, to the warehouse, or for other purposes. The equipment consists of a Monitor Receiving Separator; a controllable wagon dump; two automatic scales; and about 65 feet of spiral conveyor located above and below the six bins into which the storage is divided.

The power is electric derived from a central station. One 10-horsepower motor with direct drive of 30 feet of silent chain and secondary drives of about 70 feet of belting.

The inside plan of the house is compact and convenient in every particular from the wagon dump to the latest office device.

WHEAT LOSS RELIEF BILL

The bill quoted below was simultaneously introduced in the House of Representatives April 7, 1920, by Congressman Tincher of Kansas as H. R. 13481, and in the Senate by Senator Capper of Kansas, as S. 4196.

A BILL

TO PROVIDE RELIEF TO PERSONS WHO OWNED WHEAT OF THE CROP OF 1917 BEFORE THE ANNOUNCEMENT OF THE FOOD ADMINISTRATION PRICE-FIXING POLICY WITH RESPECT THERETO, AND WHO SOLD SUCH WHEAT AFTER AUGUST 11, 1917.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, that the Secretary of Agriculture be, and he is hereby, authorized and directed to investigate, determine, and pay the amount of the actual loss sustained by any person, firm, association, or corporation that owned actual wheat of the 1917 crop, in the ordinary course of his or its business before the announcement on August 12, 1917, by the Food Administration of the price-fixing policy with respect to said crop, and did not dispose of such wheat by contract or otherwise until after the said announcement. The measure of such actual loss shall be 60 cents per bushel. Each claimant shall pay such expenses as may be necessary for him to incur to secure the presentation to and filing with the Secre-

tary of Agriculture of his claim in proper form for allowance under this Act. No claim shall be allowed or paid by the Secretary of Agriculture unless it shall appear to his satisfaction that the loss was not the result of purchases for the purpose of investment or speculation or of realizing a profit on such wheat greater than that realized customarily on wheat in the ordinary course of the grain business at the time of the purchase of the wheat. No award of payment shall be made on account of any claim not presented to and filed with the Secretary of Agriculture before the expiration of three years after the effective date of this Act. The decision of the said Secretary of Agriculture shall be conclusive and final, except that no settlement of any claim submitted hereunder shall bar the right of recovery of any money paid by the Government to any party under the provisions of this Act because of fraud with respect to such claim, and the right of recovery in all such cases shall exist against the executors, administrators, heirs, successors, and assigns of any such party or parties. For the purpose of this Act the Secretary of Agriculture or any representative specifically authorized in writing by him for the purpose, shall have the power to require, by subpoena, the attendance and testimony of witnesses and the production of all books, papers, and letters or other documents relating to any claim under investigation. And in case of disobedience to a subpoena, the Secretary of Agriculture, or his duly authorized representative, or any party to a proceeding before the said Secretary, may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and letters, or other documents under the provisions of this Act, and any failure to obey

the order of the court pursuant thereto may be punished by such court as contempt thereof; and the claim that any such testimony or evidence may tend to criminate the person giving the same shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person in the trial of any criminal proceeding.

SEC. 2. That all payments made and expenses incurred under this Act by the Secretary of Agriculture shall be paid from the funds remaining available for the purposes of the Act of Congress approved March 4, 1919, entitled "An Act to enable the President to carry out the price guaranties made to producers of wheat of the crops of 1918 and 1919 and to protect the United States against undue enhancement of its liabilities thereunder," and so much of said funds as may be necessary is hereby appropriated and made available to the Secretary of Agriculture for said purpose until such time as he shall have fully exercised the authority herein granted and performed and completed the duties herein provided and imposed.

SEC. 3. That the Secretary of Agriculture shall file with the Secretary of the Senate and the Clerk of the House of Representatives of the Congress, at the beginning of its next regular session following the session during which this Act shall become effective, a detailed statement showing the name and address of each claimant hereunder, the amount of his claim, the quantity of wheat covered thereby, and the amount, if any, awarded such claimant.

A NEW TRACK SCALE

BY L. R. BOYER

(Sales Engineer, Fairbanks, Morse & Co.)

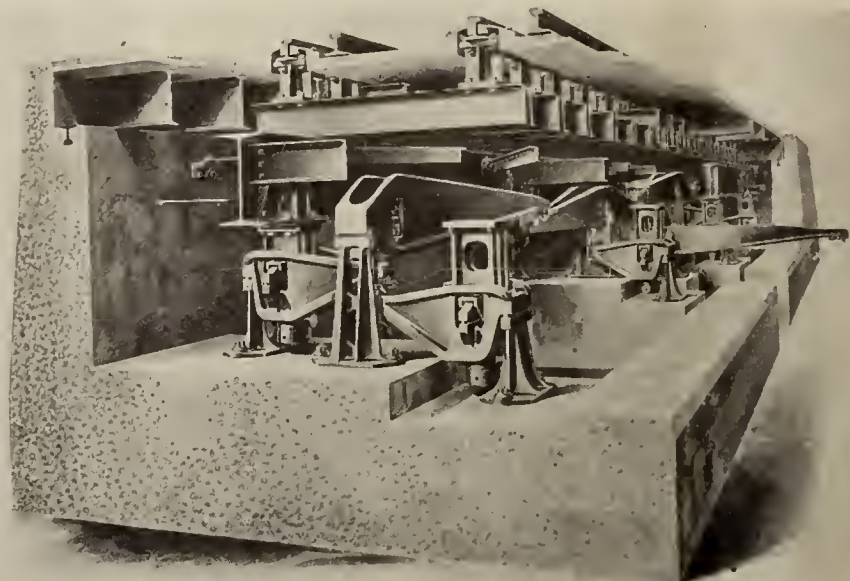
A new track scale embodying many new and exclusive features has been developed by E. & T. Fairbanks & Co., St. Johnsbury, Vt., (manufacturers of the well known Fairbanks Scales). This was occasioned partly by new specifications adopted jointly by the American Railway Association, the American Railway Engineering Association, the Railroad and Warehouse Commission of Minnesota, the National Scale Men's Association, the Bureau of Standards, and the Scale Manufacturers Association. These specifications make necessary such changes in the design of scales on the market up to this time, that the new scales in accord with them are not interchangeable with the old scales. While changes were being made that were sufficient to destroy the interchangeability of the new and old scales, it was decided to go further

quently greater on one side than the other, with the consequence that the pivots are unequally loaded and torsion set up in the levers.

In this new scale the initial load is suspended from the center of the main lever bearing, and from that point is transmitted through the true center line of the lever to each succeeding bearing. The tip of one main lever of each pair is directly over or below the true center line of the opposite lever so that the combined pull of both levers is

balance ball and track for carrying the poise. The notches are cut in a steel bar inserted in the bottom of the back web, which insures that no dirt can fall and lodge in them. The type for printing weights on tickets is fastened on the bottom of the front web.

The center indicating poise suspended from three ball bearing trolley wheels runs smoothly upon a machined track housed inside the beam. Its exact weighing position is determined by a positive lock-



LEVER ARRANGEMENT IN THE NEW FAIRBANKS SCALE

in one straight line to the center of the bearing, which is on the center line of the longitudinal lever.

The scale is built in four sections, with a series of primary or main levers transmitting the load to longitudinal extension levers which in turn transmit the load to a transverse extension lever which connects through a shelf lever to the beam.

It is built in two capacities for light duty service, or such service where only a relatively small number of cars are to be weighed. These two capacities are 60 tons and 75 tons per section and in lengths of 50 feet, 56 feet and 60 feet, effective

ing device of thirty or more teeth engaging the same number of notches of the beam. This locking device or pawl moves in vertical guides arranged to be always tight, to insure a positive position of the poise. A convenient handle on the front of the poise serves to operate the pawl when turned in one direction and to print the tickets when turned in the other direction. The beam stand is of the upright pillar type with compensating steel bearing blocks machined in.

Standard erection plans have been drawn which incorporate the best recognized practice as to all details of installation. Wide pits afford ample room for installing the scale correctly as well as for convenient examination from time to time. The design of weighbridge, the mounting of dead rail supports and fastening, the arrangement of weather guards, and all other details have been worked out carefully, with a view to obtaining the most economical way, consistent with accurate performance and at the same time, the lowest maintenance cost.

GOVERNMENT DESIGNS GRAIN-SAMPLING DEVICE

A device with which a sample of grain, to be used in grading a given lot, can be evenly divided so that one half will be as representative as the whole original sample, has been designed and patented by the United States Department of Agriculture, and anyone in the United States is free to make and use it without the payment of a royalty.

A representative sample of a given lot or shipment of grain which is secured by means of a probe, usually has to be divided into smaller portions for one or more of the tests to be applied in determining its grade. Haphazard reduction of the size of the sample has been found wholly unreliable, and consequently the device known as a Modified Boerner Sampler, has recently been put out by the Bureau of Markets, of the United States Department of Agriculture. It is similar in principle to a sampler designed by the bureau a year or two ago, but is so designed that it can easily be constructed of block tin or brass by any tinsmith at about one-third the cost of the original.

The sampler is cylindrical and stands about 30 inches high. The sample to be halved is poured into a hopper at the top, which is emptied by pulling a lever that removes a cap over the lower end of the hopper. As the grain flows downward it strikes the apex of a baffle, in the form of a cone.

Encircling the base of this cone are a series of small chutes whose distance apart is exactly the width of these openings. Half of the grain flows



BEAM OF THE NEW FAIRBANKS SCALE

and remove incongruities in design that were and have been present in scales ever since the first was built nearly 90 years ago.

The feature first noticed on looking at this scale is the departure from the use of the customary I section levers, and going to the consistent use of the double web section throughout all levers of the scale.

In designing scale levers it has been common practice to assume that the load is applied at the center of each bearing and is transmitted along the center line of each connected lever. Loads applied to a track scale in ordinary car weighing are fre-

weighing rail. For heavy service or where a large number of cars are to be weighed the scale will be built in capacities of 75 tons and 100 tons per section, and in the same three lengths as above.

The beam, in keeping with the outer parts of the scale, is novel in design. A close study will reveal that this design includes well accepted principles essential to an accurate and durable beam and the difference in appearance from the conventional type of beam is due to a consistent use of these principles. It is of cast iron with cross section of inverted U shape. This shape, besides giving the maximum rigidity, furnishes a housing over the

in these chutes, and half between them. The latter portion flows directly into the uppermost of two pans placed one above the other at the base of the sampler. The half falling into the chutes is diverted into a funnel, the lower end of which leads to a protected opening in the center of the upper pan, thereby permitting this half of the grain to flow into the lower pan. In this fashion the original sample is evenly divided into two parts, one of which is certain to be as representative of the original lot as is the other. The sampler and a few other pieces of apparatus are all that are required for grading grain, according to practice recommended by the United States Department of Agriculture.

WHEAT REQUIREMENTS FOR 1919-20

The President of the British (Government) Board of Trade was asked in Parliament for the latest available particulars as to the production of wheat during the current grain year in the various wheat-growing countries and also as to the quantities required for home consumption and the quantities available for export, says our consul general at London. The answer on behalf of the Board of Trade was furnished by the Royal Commission on Wheat Supplies and includes data for all the principal countries except Russia.

The Commission estimates the production of the 1919 harvest of wheat and rye in the chief grain-exporting countries and the probable exportable surpluses (limited by transport facilities) for 1919-20 at (figures represent metric tons of 2,204.6 pounds):

Countries	Estimated production, 1919 harvest		Estimated exportable surplus, 1919-20, wheat and rye Tons
	Wheat Tons	Rye Tons	
Canada	5,351,000	273,000	3,290,000
United States	24,998,000	2,148,000	9,000,000
Argentina and Uruguay	5,322,000	.....	4,500,000
Australia and New Zealand	2,211,000	.....	2,700,000
Algeria and Tunis	896,000	.....	250,000
Roumania and Jugoslavia	3,850,000	450,000	550,000
India	7,622,000	.....	.....
Total of items given	50,250,000	2,871,000	20,290,000

The estimated production and the probable import requirements of the chief wheat-importing countries for these same periods are given by the Commission as:

Countries	Estimated production, 1919 harvest		Estimated import requirements, 1919-20, wheat and rye Tons
	Wheat Tons	Rye Tons	
United Kingdom	1,975,000	.....	5,700,000
France	4,844,000	707,000	2,800,000
Italy	4,615,000	116,000	2,700,000
Belgium	269,000	447,000	1,250,000
Portugal	200,000	.....	150,000
Greece	340,000	.....	250,000
Czechoslovakia, Hungary	1,850,000	1,850,000	1,300,000
Austria	600,000	2,900,000	500,000
Poland	7,000	295,000	150,000
Finland	3,713,000	687,000	250,000
Spain	96,000	40,000	400,000
Switzerland	259,000	494,000	300,000
Sweden	161,000	379,000	350,000
Denmark	30,000	26,000	300,000
Norway	164,000	363,000	600,000
Netherlands	2,266,000	6,441,000	1,200,000
Germany	1,000,000	250,000	.....
Bulgaria	386,000	.....	100,000
South Africa	914,000	.....	200,000
Egypt	811,000	.....	200,000
Japan	(a)	(a)	1,500,000
Other countries	(a)	(a)	.....
Total of items given	24,500,000	14,995,000	20,200,000

aNo reliable figures available.

MINIMUM CAR WEIGHTS IN TEXAS

The State Railroad Commission has taken under advisement the petition of grain dealers and flour mill men of Texas for a restoration of the pre-war minimum car-load weights on grain and grain products, after a public hearing on the subject. The proposed restoration is strongly opposed.

At the hearing, Frank Kell, of Wichita Falls, speaking for the millers, proposed that the present high minimums be continued until all of this crop has moved and that the reduced weights not become effective until July 1. He was willing to do

that to meet the criticism of inconsistency in that the Texas Commission has repeatedly pleaded with the Interstate Commerce Commission for more cars to save the wheat from rotting in the fields and now proposes to reduce the minimums.

The millers and grain men contended that the present high minimums are working expensive hardships in Texas because of small town business, sparsely settled sections and necessity for mixed cars; that if they are continued Texas millers will be at a most serious disadvantage.

IMPROVEMENTS IN THE SAMUEL HASTINGS ELEVATOR AT CAIRO, ILL.

The Samuel Hastings Company enjoys the distinction of being one of the oldest grain firms in Cairo, Ill. The present firm is a continuation of the business established by Samuel Hastings in 1885, and incorporated in 1905. A modern concrete fireproof elevator of 125,000 bushels capacity was built in 1916 by the Macdonald Engineering Company to replace a frame elevator destroyed by fire. In 1918 L. A. Stinson, of Chicago, the well known consulting engineer specializing in elevators, mills and warehouses, erected a battery of nine concrete tanks with capacity of 125,000 bushels, and also installed a Hess Drier.

In the November, 1918, issue of "The American

throughout the elevator, and each machine is driven by a separate motor. Fifteen Fairbanks-Morse and General Electric motors furnish 300 horsepower.

Grain received at this elevator comes from all the Central West and after passing through the elevator is distributed from Maine to Mexico, sales having been made to and between those points. The general offices are in a specially constructed building near the elevator, and in addition to the regular office equipment a special room has been devoted to laboratory purposes for making moisture tests, separations and otherwise determining grades on grain received.

INVITATION TO WHEAT TRADING CONFERENCE

Plans for a national conference to discuss methods of reestablishing a free and open market for wheat through the grain exchanges of the country upon the approaching termination of the authority of the United States Grain Corporation on June 1, were outlined on May 1 in a letter sent out by Julius H. Barnes, Wheat Director of the United States Grain Corporation.

Representatives of wheat and flour trade organizations and newspapers were invited to send representatives to a meeting at the La Salle Hotel,



PLANT OF THE SAMUEL HASTINGS COMPANY, CAIRO, ILL., SHOWING NEW SACKING ROOM

Elevator and Grain Trade" was presented a picture and sketch of the elevator as it appeared at that time. The accompanying sketch shows the plant as it appears today with the improvements of a daylight sacking room designed and erected by Mr. Stinson.

The sacking room is 50 feet by 33 feet, and spans two railroad tracks. Three sides of this sacking room are built of wire glass windows, which permit excellent light and ventilation. The only equipment in this room is two sacking scales, mounted on trolleys in such manner as to be common to any bin or both scales may be common to one bin.

The loading of sacked grain into cars is done from this floor by gravity, through spouts which are entirely controlled from the sacking floor, and may be placed at any height into the car, or turned to load on either track. To weigh, sew and load into cars 5000 five-bushel bags is not an unusual day's work. In addition to this the old sacking department at the south end of the elevator has a capacity of 2000 sacks, making a total capacity of 7000 sacks of five bushels each per day, enough to handle a fine volume of business.

The equipment of this elevator consists of the following: Eureka Grain Cleaner, Hess Drier, bleacher, Fairbanks Hopper and Automatic Scales, Howe Automatic Scales, power manlift, corn shellers and cob burner. Electric power is used

Chicago, on May 7, 1920, at 11 a. m. to confer with Mr. Barnes on suitable measures to be taken "to provide for and permit the establishment of a free and open market for the purchase, sale and handling of wheat and wheat products" upon the expiration of the Wheat Guaranty Act. The report of this conference will be found on another page of this issue.

Mr. Barnes' letter follows:

The Wheat Guaranty Act expires June 1, 1920. This Act provided in the section relating to Grain Exchanges, that seasonable steps should be taken "to provide for and to permit the establishment of a free and open market for the purchase, sale, and handling of wheat and wheat products upon the expiration of this Act."

Preliminary inquiry of the grain exchanges of the country indicates unwillingness, because of present extraordinary hazards inherent in world disorganization, to reestablish the hedging facilities on which the American marketing machinery for years had relied. The security of hedging markets enabled manufacturing and distributing agencies to handle large quantities without jeopardizing their capital solvency by price level changes; assured active competition by ready credit. While open trading on exchanges has been suspended for three years, the sustaining influence of actual and potential buying of wheat at the Fair Price Basis furnished the same underlying security.

Because of these influences, the wheat producer received a larger per cent of the ultimate consumer price at home and abroad than in any other land or any other commodity. This is now jeopardized by conditions that should be understood by all.

THE AMERICAN ELEVATOR AND GRAIN TRADE

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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., MAY 15, 1920

EXPENSIVE LESSONS

FAKE economists, political agitators, disgruntled farmers, and, we are sorry to say, some grain shippers have for years held two erroneous opinions. One, that speculation on the grain exchanges worked a hardship on producers and consumers; and the other, that mixing in terminal elevators was taking advantage of shippers.

As Mr. Barnes says in regard to speculation: "The five or six cities with open exchange trading before the war demonstrated daily a national price level. On the security of that level grain flowed in normal channels. . . . Formerly current prices were the meeting point of differing individual opinions at home and abroad affected daily by world crop progress or better approximation of world consumption."

In other words, every buyer of grain futures had to find a seller whose ideas differed from his own. For every bear there must be a bull, and the price is fixed every minute at the point that bull and bear sentiment meet. Without this constant flow of opinion expressed in purchases or sales, there could be no established valuation of grain, and every handler of the grain itself would have to protect himself with a sufficient margin to give reasonable assurance against loss. If the trading in wheat is not resumed upon the dissolution of the Grain Corporation, farmers, shippers, millers, and everyone else concerned will quickly find out that future trading, speculating if you please, is a necessary and legitimate feature of the grain trade. It will be a costly experiment, but if the lesson is learned by all concerned it may be worth it.

Mixing of grades in elevators is likewise a

legitimate function which operates to reduce cost of handling and therefore benefits both producer and consumer. If a shipper loads a car of No. 3 grain he is entitled to a No. 3 price and no more. When this grain is placed in an elevator and mixed with No. 2 grain of the same kind and of a quantity to make the whole grade No. 2, he has decreased the cost of handling the grain to that extent, and the handling charge, taken over a term of years, reflects this difference. There has been many seasons when terminal elevators would not have broken even except for the cleaning and mixing operations. The raising of grade by processing or care in handling can be started on the farm, continued at the country elevator and finished at the terminal. All can profit by their share in the operations and one is as legitimate as the other.

SETTLEMENT OF LOSS AND DAMAGE CLAIMS

RAILROAD claims which arose under Federal control, unless there are unusual features involved, will be settled by the regional claim agent and regional counsel irrespective of the amount. Recently E. Marvin Underwood, general counsel for the Railroad Administration, sent out Circular No. 10 in which a limitation of \$500 in claims was fixed for settlement by the regional agent; larger claims to be sent to Washington.

A construction has been made upon this circular, however, to the effect that only matters of policy will be referred to Washington. If the claim involves no question of policy it will be settled by the regional agent even if the amount exceeds \$500. If the regional officers refuse a claim, whether less or more than \$500, the interested shipper may ask for a ruling by the general counsel or go to the courts. And furthermore it is advisable, if a claim is rejected, to take it up at once with the general counsel, for the Railroad Administration is handicapped by insufficient help in its law department and if many claims are rejected by the regional agents and referred to the general counsel, he will be literally swamped and it may take a long time before adjustment can be made.

ENTER THE HAY ASSOCIATION

WHILE the National Grain Dealers Association was breaking records in its membership campaign and making quite a noise over its 400 or more new members, the National Hay Association, without a campaign or any display of fireworks, was quietly annexing 214 new members. Last year they registered 480 new names, and now, under the urge of the Grain Dealers' success, Secretary Taylor has issued a call to the Hay members to get busy and beat the grain men before the Hay convention at Cincinnati on July 13, 14 and 15. He thinks a total of 500 new members will turn the trick and has set that number as his goal.

Nine hundred and eighty new members in two years is a great many for an old organization to capture, but knowing the hay men and their capacity for doing things, we believe they will put it across.

But that doesn't mean that the grain dealers have quit. If Secretary Taylor intends his call

as a challenge, the grain trade will be glad to accept it and there is liable to be quite a pyrotechnical display in both hay and grain circles before the finish. The grain dealers have a long head start, but it takes more than a handicap of a hundred or two to make hay men cry enough. Heaven help the dealer who has not signed up.

REDUCING CAR LOT MINIMUMS

THERE is commencing to be extensive and organized attempts to force the railroads to adopt pre-war minimum car-lot weights on grain and grain products. Unless the Interstate Commerce Commission should issue a new order present minimums will be retained until September 1.

Everywhere dealers and shippers of all kinds are suffering because of the car shortage. And yet certain groups in Texas and other states would further increase this shortage by allowing lighter loading. This is a fair example of the lack of co-ordination among business interests which is making the process of reconstruction slower than it need be. If a vote were taken of all business men in the country as to what is the most important thing to be done to improve conditions, the majority would answer "Transportation betterment." Reducing minimums reduces the available number of cars, the very thing that grain dealers, and particularly Texas grain dealers, have suffered from. Texans will be the first to call for added equipment to move their crops, and they will find that the railroads are far from being prepared to take care of them. There are not enough cars, and there is no likelihood of there being enough for the coming crop. Why try to make a difficult situation worse?

A MENACE AND A POSSIBLE CURE

FARMERS may legally form an association to prepare for market, process, and market the products which they handle if H. R. 13,703, introduced by Representative Volstead, becomes a law. Under the exemption to the Sherman Act, farmers have already done that very thing, and the plans outlined by the National Wheat Growers Association at the meeting in Kansas City on April 22 provide for using this privilege to the limit. They would eliminate all so-called middlemen, have their own terminal elevators and mills and not release the wheat until they get their price. In fact, they would create an absolute monopoly in grain.

But the Volstead Bill, which provides for just such an organization, also imposes limitations, which now, more than ever before, seem to be needed. The Secretary of Agriculture is vested, by the Volstead Bill, with authority to investigate any such organizations where it is believed that by reason of their size or because of the form of organization that it is monopolizing or controlling prices, through restraining trade or lessening production. A hearing within 30 days may be called by the Secretary of Agriculture to give the organization an opportunity to show cause why an order to cease such practices should not be issued. Upon the written evidence the Secretary of Agriculture shall pass judgment. He has power to require

reorganization in such form and size as he sees fit and if the association fails to follow the instructions of the Secretary of Agriculture, the proceedings are to be referred to the district court where the association has its principal place of business, where the Department of Justice has the power to enforce the order.

Pending a review of the case by the district court, a temporary writ of injunction may be issued, to be made permanent should the trial of the case substantiate the findings of the Secretary of Agriculture.

WATCH THE SEED CORN

CORN ripened last fall under conditions which were thought to put it in exceptional condition for seed, but reports from the corn belt indicate that something was wrong. Well filled seed in some sections of Iowa is showing from 50 to 75 per cent germination. In Harrison County a survey of the seed corn showed 81½ per cent for all samples; 71 per cent for crib picked; and a large number of samples showing 33 to 70 per cent viability. A similar test in a Nebraska county showed an average of 78 per cent.

Grain dealers could do much good by warning farmers of the uncertain growing value of seed corn, even when the seed appears unusually good, and by urging an ear test for all the seed used, might prevent serious losses which would otherwise be certain.

AN INTERESTING PROPOSAL

IN THE April number of *Wallace's Farmer*, Arthur Goss of Indiana sets forth his views as to what the National Federation of Farm Bureaus should accomplish. He suggests:

As soon as sufficient information is available upon which to base such action, and once a year thereafter, or at such other infrequent intervals as changing conditions might demand, I would have this committee determine a fair selling price for farm products based upon the supply and demand and cost of production plus a reasonable profit. This action should be subject to the approval of the Executive Committee and officers of the National Federation.

I think it would be well to first set the price of a single important nonperishable product, such as wheat, which could be easily held on the farms if necessary. The fixing of prices by the Federation would no doubt precipitate a fight. The interests that have been waxing fat for these many years by setting and manipulating prices of farm products need not be expected to give up without a struggle, their opportunity of making easy money at the expense of the farmer. If we must have such a fight, however, the sooner we make preparations for it and start the scrap the sooner will the issue be settled.

As soon as the price of any farm product is fixed by the Federation, I think this action should be given the widest possible publicity and the members of the Federation asked to sustain such action by withholding products from the market or reducing production if necessary. I believe a sufficient number of farmers to make such action effective would gladly take such a step as soon as they are convinced the Federation really means business.

The National Federation of Farm Bureaus is engaged in a membership drive in which the hope is entertained that 700,000 farmers can be enrolled this year. Iowa already has over 100,000 members, one or two counties being 100 per cent enrolled. What the promoters wish is a practical monopoly of farm operations in the

grain states of the country. Price fixing, as suggested by Mr. Goss, has not been announced as a part of the official program of the Federation. Perhaps Mr. Goss has spilled the beans.

Perhaps Mr. Goss can suggest further what would happen if the Federation, on some future crop, fixed a price of, say, \$3 per bushel for wheat, and Argentine and Australia with plenty of wheat, were glad to accept \$2 per bushel laid down at our Atlantic or Pacific seaboard. He would find that the price of non-perishable food products is not "fixed" by speculators, nor by a committee of the Federation. An economic law is in operation and it cannot be manipulated over any great period of time.

THE U. S. CHAMBER TAKES ACTION

THE Chamber of Commerce of the United States at the recent meeting in Atlantic City passed a series of resolutions which grain dealers can subscribe to with unanimity. These resolutions advocate increased production and economy; signing a treaty of peace; taking into the Chamber of agricultural organizations as integral parts of business; building up of transportation facilities; a merchant marine; development of waterways; improvement of traction situation; protection of pivotal industries; prevention of fire waste; disposition by the War Department of war plants and machinery; compensation for war damages; a national budget; a referendum on taxation; that provision should be made for supplying populations with the necessities of life in emergencies. On the negative side the resolutions condemned the tendency of the Government to enter the fields of private business; and further expressed the opinion that changes in postal rates may be injurious without determination of the results on business enterprise.

Resolutions similar to these have been passed by many organizations, but the U. S. Chamber of Commerce has a prestige and influence that may be productive of greater results than is usually the case. But in spite of the high standing of the Chamber, we imagine that the majority of congressmen are more interested in what will gain votes among their individual constituencies, than in what is deemed best for the country by the biggest men that the nation has produced.

COMPENSATION FOR WAR DAMAGES

AMONG the resolutions passed by the Chamber of Commerce of the United States, the one of most immediate interest to the grain trade is to the effect that "Public welfare requires that immediate compensation be made for war damages." Included in those war damages there is nothing more obvious than the losses suffered by grain dealers who strained every effort to handle as much wheat as possible at the beginning of the crop run in 1917, and were caught with elevators full when the price was set far below the current market value. The claim of every dealer who sustained loss at that time is just and should be settled in full and without delay.

Unfortunately, even in such a matter of simple justice as this, Congress could not consider it without the bias of political preferment.

Here was a bait to catch the farmer vote, so in the bill introduced by Senator Capper and Representative Tincher, S. 4196, and H. R. 13481, respectively, the farmers are included in the 60-cent rebate provided for all who owned wheat which was sold after August 11, 1917. This inclusion of the farmers made certain the vote of every rural congressman from the winter wheat states, but at the same time it raised the sum which must be paid out from about \$5,000,000, which the grain dealers lost, to about \$330,000,000, including the farmers' bonus.

In classing the grain dealer and the farmers together in this bill, those who drew up the measure have been unjust to the dealers. Obviously their cases are not the same. When the winter wheat was sown in the fall of 1916, cash No. 2 red winter wheat at Chicago ranged from \$1.26 low in August to \$1.88 high in October. There was no indication at that time of the concentrated foreign buying which in May of 1917 sent wheat to \$3.45 and completely disorganized our markets. The farmers received a good price when the amount was fixed by the commission, compared with other commodities at that time, and they sustained no actual losses by the price fixation. On the other hand the dealers did.

It is one thing to induce Congress to vote \$5,000,000 of money already appropriated for a cause which is manifestly based on reason and fair play; it is quite another to ask for the expenditure of \$330,000,000 to make good purely hypothetical losses. The grain dealers' claim, which is fair and for which they should certainly receive compensation for the war damages suffered, is desperately handicapped by the terms of the Tincher Bill.

DUST EXPLOSION WORK HANDICAPPED

ELEVATOR operators do not fully appreciate the work that has been done by the Bureau of Chemistry of the Department of Agriculture in investigating the cause and preventive measures of dust explosions in cereal plants. Unfortunately Congress did not see fit to make an appropriation for continuing the work, but it will be continued to some extent at least.

Many problems remain to be solved. These were outlined by D. J. Price, engineer in charge, in his address before the National Fire Prevention Association at Chicago on May 6, as follows:

1. Application on commercial scale of introduction of inert gases (preferably from boiler flues) into dusty atmospheres for the purpose of preventing flame propagation.
2. Development of effective methods for the control and elimination of static electricity generated by the operation of mechanical equipment.
3. Relation of electrical equipment of all types to dust explosion and fire frequency, and development of safety installations and equipment to reduce relative dangers.
4. Development of aspirating systems for dust removal in grain elevators, with specified limitations and preparation of code covering use of same. This code to include types and sizes of mechanical equipment, points of explosion, and methods of control.
5. Determination of efficiency of dust-collecting systems and their relation to explosion and flame propagation.
6. Development of efficient methods for installa-

tion of various types of grinding equipment handling by-products containing inflammable dusts.

7. Development of methods for determination of dust in suspension with special reference to health and safety of employes.

8. Determination of the inflammability of various dusts as related to the percentage necessary per cubic foot for explosion.

9. Various methods of ignition and conditions under which dusts can be ignited.

10. Relation of moisture, ash, and volatile content to the explosibility of the dust.

When these researches have been concluded, insurance companies will incorporate the necessary rules to prevent explosion and elevators will be forced to protect themselves whether they wish to or not.

EDITORIAL MENTION

Shipments of Argentine wheat have been received at Galveston. But they didn't make a ripple, apparently, on the speculative pond.

Navigation opened at the head of the lakes on April 26, but there was still much ice to contend with in upper Superior, although the Soo River is clear.

The Take All disease has reappeared in the quarantined area in Illinois. Indiana seems to have got rid of it. The experience of Australia shows that Take All is not to be trifled with.

The value of horses on farms in this country is \$1,993,000,000 and the demand for heavy horses is greater than ever before. This doesn't look as though Dobbin had much to fear from Henry.

Grain prices are high, but the bears haven't much to say at that. It is a good market to leave alone and wait for future developments. Anything may happen and the best thought out program is little better than a guess.

Mr. Barnes has sung his swan song to the trade as Wheat Director. There have been mistakes, as Mr. Barnes is the first to admit, but no one will deny that, during the past three years, he has handled a man-sized job in a man-sized way.

At last President Wilson has named two of the three new members of the Interstate Commerce Commission. Henry Jones Ford of Princeton, N. J., is to succeed James Harlan, whose term expired December 31, 1918; and James Duncan will fill one of the newly created positions on the Commission. Mr. Duncan has served as vice-president of the A. F. of L. There remains one more position to fill.

The winter wheat prospect gained 1,000,000 bushels during April, according to the Government crop report which was issued on May 8. The present promise is for 485,000,000 bushels. The acreage to be harvested is now 34,165,000, a loss of 11.9 per cent from that seeded last fall. Condition is 79.1 compared with 75.6 last month and a 10-year average of 87.1. The rye crop is estimated at

80,000,000 bushels, as against 88,000,000 harvested last year. The outlook for hay is 111,831,000 tons, compared with 108,666,000 tons last year, the only crop promising better than in 1919.

The Canadian Wheat Board has advanced the price to mills of all grades of Western wheat 35 cents per bushel, and British Columbia, Ontario and Quebec wheat, 40 cents. The Canadian prices have been out of line with those obtaining in this country.

The cold wet spring has given many a field of volunteer wheat a good root start and some fields that would have been abandoned had labor been more plentiful and weather more propitious will now return a good yield. This was the case, you remember, in 1915.

Spring plowing was only 60.1 per cent completed on May 1, compared with a 10-year average of 71.4. An organized effort on the part of the Government and business men to increase the spring wheat acreage falls flat as Mother Nature says "Nothing doing."

If the proposed tax of 2 cents on each \$10 valuation of all sales of grain or produce for future delivery made on exchanges becomes a law, it will simply mean a raise in commission and the producer will pay the bill. The Chicago Board of Trade has joined the general protest against the measure.

Senator Gronna seems to be still anxious to have a guaranteed price on wheat, but wants the control taken from the Wheat Director and placed under the Secretary of Agriculture. He doesn't want a minimum price, but would establish a maximum. Just what the maximum should be he has not stated, probably around \$5.

The three-year increase of ton mileage on our railroads, 1916 to 1918 inclusive, was 47.4 per cent. During the same period freight cars in service increased only 1.9 per cent. Assuming that the increase in cars should have kept pace with the business offered, there is a present shortage of 400,000 cars, even with the larger cars and heavier loading being taken into consideration.

On March 31, statistics for which have just been issued, the quantity of wheat in Canada was 77,324,000 bushels, compared with 118,543,000 bushels last year. This includes flour as wheat. The total of oats on hand is 146,074,000 bushels; barley, 15,947,600 bushels; and flaxseed 2,094,000 bushels. Of the total wheat crop of 1919, 193,260,400 bushels, 94 per cent was of merchantable quality.

The grain trade is facing the most difficult year in its history and every dealer will need his best headwork to break even. Hedging privileges will probably not be resumed until the railroads are in a position to insure the markets against a natural corner. Many dealers have still large amounts of grain paper in the bank which they cannot take up and which may not be covered before the new

crop comes on. With no hedging, and with sales to arrive too risky to indulge in under present transportation conditions, they will have to take a margin for their own protection which will not be agreeable to the producers. The entire situation is one which will break the man who is not fully alive to the risks he is assuming, and who is not extremely conservative.

The Horse Association of America is finally getting off on the right foot. It started its campaign by appealing to sentiment, which was too often sentimentality, and then took to a promiscuous berating of trucks, tractors and automobiles. Now, however, it is getting down to brass tacks and is gathering statistics showing where and how the horse is the most economical source of motive power. In this field the Association can do some real good, for there is a wealth of testimony showing that in crowded city streets and for short hauls the horse has it all over the truck so far as economy is concerned. Let the good work go on.

The grain grading law of North Dakota has been declared unconstitutional by the Federal District Court, and a temporary injunction has been issued restraining the state officials from acting under the law. The petition was brought by the Farmers' Grain Company of Emden, N. D., alleging that the state law caused conflict with Federal grading regulations, necessitating two trials for every dispute over grades. The court held that the law "places substantial burdens on interstate commerce in grain, in requiring licenses, keeping of records and inspectors." When the Federal Government steps in socialism has to take a back seat. The case will be appealed.

The wheat conference last week at Chicago resolved itself into a general protest against the railroads. While acknowledgement was given to roads for their helplessness in the premises for conditions developing out of the war and subsequent strikes, three direct charges were made that could be remedied at once if the roads were inclined to co-operate to the limit of their ability. First, that preference was given to higher classes of freight than grain and that many cars were condemned as grain carriers which could be made available with careful coöpering. Second, that long hauls were given preference over short hauls, although this charge was denied by those who were dependent on the longer hauls. And third, that cars were retained in the Eastern territory which should be returned to the grain originating territory. Of the three charges the latter was positively substantiated and its remedy would do most to relieve conditions. For instance, the Pennsylvania road has 135 per cent of equipment and the New York Central almost as much, while one of the roads in the Northwest has but 74 per cent. Here is an unequal and unjust distribution of rolling stock which the Interstate Commerce Commission is fully empowered to make right. This will undoubtedly be the first point of attack by the general committee arranged for at the conference.

W. S. MILES
Peoria

NEWS OF THE TERMINAL MARKETS

L. D. GODFREY
Minneapolis

LEASED WIRE SERVICE INCREASES

There is being completed a number of small offices on the trading floor of the St. Louis Merchants Exchange for the convenience of private wire houses. There is said to be one-third more leased wires into the Exchange than before the war, due to the larger demand from grain brokers and cash grain houses.

"MORE BOX CARS AND FEWER PLEASURE CARS"

"America needs more box cars and fewer pleasure cars," says our Boy Solomon in one of C. A. King & Co.'s late Special Market Reports. "We seem to have a mania for burning gasoline."

"Disappointing receipts," the Toledo Oracle goes on to say, "and further export demand for wheat and rye are causing prices to take another trip in the aeroplane. Railroad strike situation trifle better, but car supply may be inadequate for some time."

INADEQUATE RECEIPTS AT DETROIT

Conditions in the grain market of Detroit are very similar to those existing in other markets. Receipts have not been sufficient to take care of the local demand and prices on all commodities have reached very high values. On May 10, No. 3 yellow corn was quoted here at \$2.05, No. 2 white oats \$1.30, and No. 2 rye at \$2.20. Business is practically at a standstill owing to the switchmen's strike, and local stocks are rapidly diminishing.—H. C. Carson & Co., Detroit, Mich. Letter of May 10.

RAILROAD SITUATION THE DOMINATING FEATURE

Right now, of course, the railroad situation is the dominating feature here at Milwaukee, and this prevails in most markets at this time. We are getting a fair run of receipts which are being taken care of quite expeditiously and judging from the demand buyers could take more liberal quantities of grain of all kinds. The shipping situation is gradually improving although apparently not quite as good as reports indicate.—E. P. Bacon Company, Milwaukee, Wis. Letter of May 11.

LINCOLN EXCHANGE MAKES PROGRESS

The new Lincoln Grain Exchange held its first meeting since organization, in April and, in conjunction, gave a dinner to the membership and a number of guests. President C. G. Crittenden filled the chair and secretary W. S. Whitten read the amended rules and regulations submitted by the Board of Directors which were unanimously adopted. Speakers were F. A. Derby of Topeka, Kan., O. A. Cooper of Humboldt, J. F. Grosshaus of New York, and J. S. Ewart of Lincoln, vice-president of the Exchange.

The trading room is to be opened in the First National Bank Building with grain tables, market board, telegraph service, etc.

WILL CORN COLLAPSE AGAIN THIS YEAR?

The latest issue of the *Weekly Market Review* of Southworth & Co., Toledo, Ohio, reviews the corn situation as follows:

"All grains selling at new high levels for this year's crop. Big advance in corn selling over two dollars. Market still in tight position. High last year was August 11, when No. 3 yellow sold \$2.10 Toledo rate. Then came a sudden collapse. Will there be a repetition this year? Although we are

bound to have recessions they only appear temporarily under present conditions. As we have repeatedly stated, the natural law of supply and demand is not functioning normally. Inadequate transportation still the governing factor. Switchmen's strike not yet ended."

R. T. WILLETTE

The Atchison Board of Trade of Atchison, Kan., is an organization for the promotion and protection of the grain, milling, seed, hay and agricultural interests of the city of Atchison and vicinity. There is no question but that a great deal of interest is being centered in Atchison from a grain and milling standpoint. This is due to its location,



R. T. WILLETTE

to its enterprising grain and flour merchants and also to its enthusiastic secretary, R. T. Willette, whose likeness is shown herewith. It is said that the new 1,000,000-bushel elevator and 2,000-barrel flour mill have given an impetus to the grain and milling situation in Atchison that forecasts greater things to come for this already substantial grain and milling center.

Mr. Willette not only covers the duties of secretary and treasurer of the Board of Trade but also handles the traffic and industrial work of the Atchison Chamber of Commerce. The directors of these two organizations found there were so many things in common to both, such as traffic matters, the encouragement of new industries, among which milling and grain are foremost, that they felt it would be entirely logical to put one man in charge of the two departments.

Mr. Willette believes in the future of the Atchison market and boosts it on all possible legitimate occasions. The picture shows he is young and energetic, and it is very apparent it would be extremely unsafe to go bearish on Atchison's grain future while he fills his present office.

NEW BUILDING FOR BOSTON CHAMBER

The movement to secure a new modern office building for the Boston Chamber of Commerce including ample accommodation for the needs of the organization, is making satisfactory progress. The first steps have been already taken by the directors in securing options on two of the lots in the area

upon which the structure is to be erected. The directors have also made the first payments on these parcels situated at Franklin and Congress Streets.

It is hoped by the directors to break ground for the new building early this fall. Preparations for erecting it will be pushed as rapidly as possible.

The Chamber proposes to finance the new building through a building trust. A circular has been issued outlining the details of the plan, the same having been approved by the directors, and a committee on subscriptions to the securities has been appointed. Over \$400,000 already has been subscribed by the members.

CHANGES IN MEMBERSHIP

Chicago.—New members recently elected to membership on the Board of Trade are: Daniel S. Stone, Royal W. Bell, Frank E. Webb, John H. Karstens, Lech Moyse and Clarence Cole. The memberships of the following have been transferred: Geo. Ferguson, Fred G. Bell, Gerald F. Earle, N. J. Weil, Jno. P. Bickell and Chas. Berrall, Jr. Reported by Secretary John R. Mauff.

Milwaukee.—Harold O. Hunt, Martin J. Kammerer and Jas. E. Cairns are new members in the Chamber of Commerce. The memberships of Jas. M. Coughlin, John Washburn, deceased, Herbert L. Hadden and Alfred L. Rosenberg have been transferred. Reported by Secretary H. A. Plumb.

Toledo.—Memberships on the Produce Exchange have been granted the following: James Edward Cairns of Jackson Bros. & Co., of Chicago; James T. Mattimore, representing Harris, Withrop & Co., Chicago and Wm. E. Hudson of Bartlett Frazier Company of Chicago. Reported by Secretary Archibald Gassaway.

FAMOUS CUTLER CASE FINALLY SETTLED

The famous old Cutler case, the oldest suit in the Cook County courts, was finally settled May 11, when Alonzo G. Cutler, the plaintiff effected a compromise with the estate of Charles W. Pardridge on the suit originally entered against Mr. Pardridge in 1892. The suit, with which thousands of grain dealers are familiar grew out of trades executed on the Board of Trade by Mr. Cutler for Mr. Pardridge. The latter failed to meet a call for margins and Mr. Cutler alleged he was compelled to close out at a loss of \$55,000, which was the amount demanded by the original suit, now 28 years old. This sum with interest grew to \$140,000 during the years the case has been in court.

All of the original participants in the case with the exception of Mr. Cutler, the plaintiff, now are dead. Because of this Mr. Cutler was not permitted to offer testimony in his own behalf. The case was fought bitterly, being twice won by each of the participants, but sent back each time by the Supreme Court for retrial. On the final compromise, Mr. Cutler accepted \$75,000.

PLENTY OF DEMAND AT ST. LOUIS

Under date of May 10, the Elmore-Schultz Grain Company of St. Louis, writes:

"We have plenty of demand for wheat here if the railroads were in shape to move the product, but most of the mills are running only part time, on account of the railroad situation. There is a big demand for corn, especially for the very choice white and choice yellow corn. The lower grades are not in so big a demand.

"The industries are beginning to open up again here, and we are in position to move all of our

grain now at the market. It looks to us as though this transit grain is going to get pretty well cleaned up this week, if we are able to get any kind of railroad service. Reports of corn planting from Illinois and Iowa today led a great many of them to expect a break, which failed to materialize. The markets closed with another new top.

"There is a great big demand here for oats with a steady advance. We are inclined to think oats will sell higher unless there is a radical break in the corn market. The railroad situation is gradually improving, but is far from normal yet. Many of the railroads coming into St. Louis are embargoed against grain, as they are trying to get their yards cleaned up."

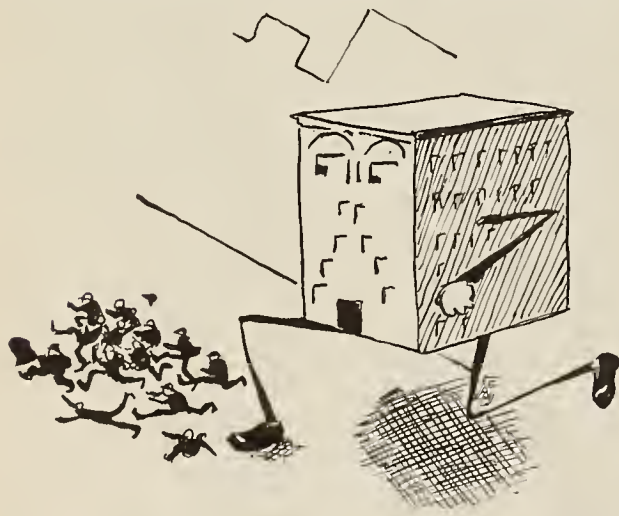
PITTSBURGH CONDITIONS SOMEWHAT IMPROVED

The receipts of oats at Pittsburgh the past week have been light here due to the transportation conditions and therefore barely sufficient oats have been arriving to make a market. The railroads seem to be improving somewhat and receipts have been much better here the past few days. There is a desire upon the part of the country shippers to market oats at the present values and we understand that considerable grain is being booked for shipment to this market that is loaded or loading. (A car of No. 2 white oats on track sold today at \$1.34).

Receipts of corn have been light here and demand likewise. There does not seem to be much pep in the corn demand and we understand that many of the Eastern dealers are cancelling contracts at a profit, that have been purchased in the West for months past.—*Harper Grain Company, Pittsburgh, Pa. Letter of May 10.*

THE HEGIRA

Old landmarks were destroyed aplenty in Chicago on May 1 when the old Counselmann, Gaff, Mallers and Royal Insurance Buildings began to suffer demolition to make way for the new Federal Reserve Bank Building which will be erected on those sites. They were not ancient structures as to term of years. They held their heads high in the days when "Old Hutch" ran his corner, when the Haymarket flourished and one Charles Yerkes from Philadelphia joined the Chicago grain and financial colony and began gathering steady streams of nimble nickels from his street railways, making it troublesome for Mayor Thompson, 30 years later, to put over for the people his promised five-cent fare.



CHASING OUT THE TENANTS

But now, like poor Yorick, the old buildings had become quite chopfallen. With the imposing Continental and Commercial National Bank on their left and the proud Insurance Exchange Building at their right, there was really none to do them reverence. So they have gone the way of all grass. The structures enjoyed a most advantageous position marking the right hand side of LaSalle Street as it directly fronted the Chicago Board of Trade before making its turn to the left to go southward. Probably there has never been an exodus of so many firms at any one time in Chicago as that which occurred on these streets around the first of May. It was moving time. The workmen were seemingly so eager to demolish the walls that the

loosened bricks showed tenants in their offices carrying the last chair or desk out. Added to this the managers of the Insurance Exchange Building notified all their grain tenants whose leases had expired that the offices were wanted for insurance patrons. These also joined the enforced exiles and began their march in an orderly manner at the same time as their neighbors across the street.

However, all's well that ends well. Each of the grain firms obliged to move has secured very convenient quarters in the Webster or other buildings close to the Board of Trade, and no doubt others, like E. F. Leland & Co., have already arranged for rooms in the new Federal Reserve Bank Building when completed. Among the grain firms who moved were J. H. Dole & Co., E. F. Leland & Co., J. C. Schaffer & Co., M. L. Vehon & Co., Hitch & Carder, the Continental Seed Company, the E. R. Bacon Grain Company, Richard Gambrill, John Hill, Jr., and John West & Co.

O. C. WHITE

It would be difficult to give the number of successful terminal market grain men who started their careers in the county grain business; that the number is large, there is scarcely a doubt. Likewise there is little doubt of the benefits of such an experience. It could be termed beginning on the first rung of the ladder, and is certainly a good



O. C. WHITE

foundation on which to build, if the grain business is chosen as the favored life occupation.

O. C. White, the subject of this brief sketch, enjoyed such a start as outlined. He was born in Lena, Ill., on September 5, 1866, and in the spring of 1891 began buying grain there for George Nicholson & Co., who operated at first one, and then increased to three elevators. Mr. White learned all there was to know about the country grain business and in 1901 he removed to Chicago, becoming associated with Henry Hemmelgarn & Co. as traveling solicitor in Indiana, Illinois and Iowa. During this period he joined the Chicago Board of Trade and when, on the retirement of Henry Hemmelgarn and the merging of the firm into that of P. H. Schifflin & Co. he became one of the charter members of this house.

He left the firm of P. H. Schifflin & Co. to go with Lipsey & Co. as salesman and correspondent, and when financial difficulties overtook the company, associated himself with S. Mincer & Co. as head of their cash grain department. The firm of S. Mincer has offices on the second floor of the Postal Telegraph Building and there Mr. White may be found when his duties do not keep him "on 'Change." It is needless to remark that Mr. White has made many firm friends during his connection with the grain trade and that they are well deserved. To all of these he extends the hospitality of the house of Mincer, likewise its efficient services.

CONSPICUOUSLY LIGHT RECEIPTS AT MINNEAPOLIS

The Godfrey Grain Company, of Minneapolis, Minn., in a recent letter, comments on Minneapolis conditions as follows:

"Our market the last month has been one of conspicuously light receipts. Coarse grains occasionally have responded to local demand at prices above other markets, but, generally speaking, we have been on about a parity with Eastern terminals.

"Our wheat prices are more or less governed by export demand; consequently we have had some sharp advances in wheat, although on May 8 the millers believing that exporters were about to withdraw from the market, reduced their bids, but notwithstanding the fact that export bids were obtainable on May 10 our millers 'stood pat' on about a 10 to 15 cent reduction in prices. It now looks like, if the export business keeps up at present levels, our market should come back to its old level. We have, fortunately, been free from railroad strike embargoes at Minneapolis, but, of course, we have suffered on shipments East where grain had to run through terminals in strike zones."

THE SITUATION IN CORN AND OATS AT PEORIA

There has been a big advance in values in corn here recently due to light receipts, active demand and higher prices in other markets. While the switchmen's strike has not been settled, there is a marked improvement in freight transportation. The scarcity of cars is still very pronounced at country stations, and dealers at most points through this section claim the situation in this regard is worse than it has ever been. Receipts would no doubt be much better if cars were more plentiful. There is a very active demand from industrial sources, and plants here are finding it difficult to obtain sufficient supplies of corn to keep them going. Unless there is a material increase in receipts, and this is not likely to happen in the near future on account of scarcity of cars, we look for prices to continue high.

Receipts of oats have also been light and prices have been advancing, there being an active demand for shipment, both to the East and South. The unfavorable weather conditions have delayed seeding and no doubt there will be a big decrease in oats acreage this year. Prevailing conditions all favor higher prices for this cereal.—*Mueller Grain Company, Peoria, Ill. Letter of May 10.*

TERMINAL NOTES

The S. C. Bartlett Company of Peoria, Ill., is remodeling its grain elevator at Fairbury, Ill.

The Moore-Lawless Grain Company of Kansas City, Mo., is contemplating opening up a branch office at Atchison.

W. R. Scott of Chicago, Ill., was appointed traffic manager of the Kansas City Board of Trade and assumed his duties May 1.

M. J. Vehon & Co. of Chicago, have removed their offices from the Insurance Exchange Building to 729-30-31 Webster Building.

Charles H. Wright of the Nebraska-Iowa Grain Company, Omaha, Neb., will leave New York for Europe May 20 to be gone several months.

Dilts & Morgan of Kansas City, Mo., have opened an office in the Atchison Board of Trade in charge of J. R. Schmidt and C. M. Sheehan.

J. E. Carney, who has been associated for a number of years as statistician with A. O. Slaughter & Co., is now with Bartlett Frazier Company, Chicago.

Geo. S. Colby, chief weighmaster and grain inspector of the New Orleans Board of Trade, Ltd., is on a business and pleasure trip to points on the Pacific Coast.

Pope & Eckhardt Company of Chicago, Ill., have mailed to their friends with their compliments a pamphlet on the subject, "Things you should know about the Chicago Board of Trade," by E. S. Rollins. It sets the Board forth very clearly in its true light of a great organization alike beneficial to the

producer and consumer of grain, at the same time explaining many of its functions as an economical agency in the distribution of foodstuffs.

Milton Crowe, grain buyer and broker of Frankfort, Ind., has moved his offices to Indianapolis, Ind., and is conveniently located at room 607 Odd Fellows Building.

Thompson & McKinnon have taken larger quarters on the third floor of the Rookery Building, Chicago. They had been located on the ground floor for very many years.

C. M. Sheehan has been appointed secretary and treasurer of the Atchison offices of Dilts & Morgan. Mr. Sheehan was formerly with the Orthwein-Matchette Grain Company.

John D. Herklotz, grain exporter of New York, whose membership in the Chicago Board of Trade was declared forfeited during the war, under an alien act, has had it restored to him.

Hitch & Carder, who have been located for a number of years in the Insurance Exchange Building, Chicago, have moved to larger and more convenient rooms in the Webster Building at 327 South LaSalle Street.

J. H. Dole & Co., Chicago grain merchants, are among the firms obliged to move through the razing of the structures at LaSalle & Jackson Streets. They now have their offices at 927-930 Webster Building.

J. F. Costello of the J. F. Costello Grain & Hay Company, of Cincinnati, Ohio, returned the first part of May from a two weeks' visit with Danny Kallaher in Colorado, of the firm, who is in ill health.

W. S. Dillon, who has been for years associated with C. L. Dougherty & Co., of Chicago, has engaged in the grain business under the firm name of W. S. Dillon & Co., with offices in the Postal Telegraph Building.

H. L. Goemann of Mansfield, Ohio, ex-president of the Grain Dealers National Association and prominent for years in grain trade circles, passed through Chicago last week after a four months' vacation in California.

The Great Lakes Grain Company, Ltd., of Winnipeg, Man., has been incorporated with a capital stock of \$100,000. Another recent incorporation in the same market is Vivian & Windle, Ltd., with a capital stock of \$250,000.

Taylor & Bournique Company of Milwaukee, Wis., and branches in the leading grain centers, remembered their friends the past month with the gift of an envelope opener and a large pencil, both useful gifts and a timely reminder of the Taylor & Bournique service on consignments.

The directors of the Chicago Board of Trade recently declared forfeit the Board of Trade membership, valued at \$11,000, of Eugene M. Hoyne & Co. The charges against him were that he had made misrepresentations as to his standing when he joined the Board in December, 1918.

Herbert J. Mayer, a member of the Chicago Board of Trade and identified with its cash interests for many years and recently with Mayfield & Co., has just made a connection to carry on a grain business through joint account with C. H. Thayer & Co., with offices in the Rookery Building, Chicago.

The grain and feed firm of Hales & Edwards Company of Chicago, Ill., has changed its name to the Hales & Hunter Company. There will be no change in the management or other affairs of the company. C. W. Hunter is a member of the Chicago Board of Trade and for years has been an active member of the firm.

Announcement is made that an amendment to the articles of incorporation of Godfrey-Blanchard Company of Minneapolis, Minn., became effective May 10, changing the name to the Godfrey Grain Company. It is also announced that Guy Blanchard has severed connection with this company and will take over the Milwaukee business of Godfrey-Blanchard Company and continue it in the name of the Blanchard Grain Company, which firm assumes all open trades, etc., of Godfrey-Blanchard

Company at Milwaukee. Godfrey Grain Company will continue the business at Minneapolis, Sioux City, and Sioux Falls. Its Sioux City and Sioux Falls offices will act as brokerage agents for Blanchard Grain Company in booking grain for Milwaukee.

We have received a very attractively printed booklet on "Memphis, Tenn., its Advantages, Resources and Opportunities Offered Manufacturers and Distributors." It was compiled and edited by Arthur J. Forbes and Geo. W. Fooshe of the public-its section industrial and commercial division Memphis Chamber of Commerce.

The Cairo Grain Commission Company has opened offices in the Cairo Board of Trade Building at Cairo, Ill. The personnel of the company includes William C. Hayward, W. E. Rich, and L. H. Rich of the Hayward Rich Grain Company at In-

dianapolis, Ind., Elvis Weathers of the Elvis Weathers Grain Company at Newman, Ill., and Frank Jones of the Frank Jones Grain Company at Ridge Farm, Ill. The company will handle grain on consignments and make sales to arrive. It will be under the personal management of L. H. Rich. H. V. Lind, for a number of years with the Illinois Central Railroad Company, will act as traffic manager.

The C. H. Albers Commission Company, one of the oldest firms of St. Louis, is winding up its affairs preliminary to going out of business. The company was under the direction of Edward M. Flesh until three years ago, when Mr. Flesh became associated with Director Barnes in the Grain Corporation, and sold out his interest in the firm. The company was founded 50 years ago by the late C. Henry Albers.

TRADE NOTES

The Anglo-American Mill Company of Owensboro, Ky., has filed amended articles of incorporation which permit it to manufacture machinery and apparatus other than that devoted to flour milling.

The Johnson & Field Manufacturing Company of Racine, Wis., in connection with an excellent domestic business, has received orders for several of their warehouse mills from Mexico and from Vladivostok, Siberia.

L. A. Stinson, grain elevator builder of Chicago, was awarded the contract recently for a complete cleaning and dust collecting system for Elevators "B" and "C" owned by the Baltimore & Ohio Railroad at Locust Point, Md.

The Leonard Construction Company, engineers and constructors, of Chicago, Ill., have moved their general Chicago offices from the McCormick Building to 37 South Wabash Avenue where they occupy the entire eleventh floor. The firm's New York City address is 51 Maiden Lane.

J. M. Preston Company of Lansing, Mich., has just completed a new factory at New Brighton, Pa., in which will be manufactured the vitrified tile for the building of Preston-Lansing Tile Grain Bins. The many advantages of this form of bin has made it very popular in the grain and allied trades.

The Nordyke & Marmon Company of Indianapolis, Ind., has gotten out a great deal of mill literature during the past few months. The most important of its catalogs is the Flour and Cereal Milling Machinery Price Book No. 1920 which includes prices and descriptive data on all of the machinery and mill equipment listed by Nordyke & Marmon Company. This book is bound in cloth for general distribution purposes.

Randolph Dryology is a pocket magazine which has recently made its appearance. The publishers are O. W. Randolph Company of 1015 Summit Street, Toledo, Ohio. Volume 1, Number 1, says it is to be read at leisure moments. It contains short items of interest to the elevator trade, a little fun, and some good common sense. Among the latter news is listed considerable information about the Randolph Grain Drier and its advantages. The driers are now manufactured in units of 100 to 600 bushels capacity per hour and can be supplied and installed promptly.

The Ellis Drier Company, 332 South LaSalle Street, Chicago, have recently perfected a combination drier, cooler and heat generator which is said to mark the greatest advance in grain drier construction since the inception of commercial grain driers 25 years ago. Broad patents have been allowed and further patents are pending. This apparatus combines all the advantages of a steam drier and a direct heat drier with none of the disadvantages. It is particularly adapted for installation in mills and country elevators where steam power is not available. The manufacturers are at

present completing necessary patterns and installation of machinery for quantity production.

Since the purchase, by The Webster Manufacturing Company of the Skillin and Richards Manufacturing Company, Chicago, in June 1918, a new building has been erected at the latter plant which will increase the capacity about 50 per cent. The receiving and shipping facilities have been improved, a sprinkler system installed and the plant made thoroughly up to date in all respects. The sales office in the McCormick Building, and the general offices and engineering staff, at Tiffin, Ohio, will, after May 15, occupy the new office building, which is at 4500 to 4560 Cortland Street, Chicago, to which office all correspondence should be addressed in the future. The management takes the opportunity to thank their friends for their favors in the past, and to hope that with enlarged and improved facilities, energies and ability they may serve them better in the future.

TRAINING COLLEGE BOYS TO JUDGE GRAIN

The Kansas State Agricultural College has just finished its second grain judging contest, open to all students interested in grain crops.

The contest consisted of identification and judgment of threshed and head grain. The samples included all common varieties of corn, wheat, oats, barley, sorghums, rice and buckwheat. The judging consisted of placing 10 samples each of hard red winter wheat, soft red winter wheat, red oats, and three samples each of several varieties of grain sorghums and corn. Each contestant was required to write down the reason for his placing.

Seedsmen of Kansas showed an active interest in the contest and cash prizes of \$10 were offered by Geo. T. Fielding's Sons of Manhattan, Barteldes Seed Company of Lawrence and the Mangelsdorf Seed Company of Atchison. The first prize in the contest, of \$20 cash, was given by the Kansas Crop Improvement Association. The financial support coming from these seedsmen surely indicates that commercial firms are realizing the value of college training in the grain and seed trade world.

J. B. Myers, a senior student, of Milton, Kan., won first place in the contest. Members of the faculty of the Agronomy Department determined the prize winner of the contest.

In addition to the cash prizes which amounted to more than \$75, there were offered three and five year subscriptions to some of the very best agricultural journals in America, and to the leading farm papers of Kansas and Missouri.

The grain judging contest is unique in as much as it is a comparatively new venture. It has, however, undoubtedly found a permanent place among the annual events at K. S. A. C., and it is likely that other schools will institute similar contests.

COMMUNICATED

A BOOSTER FOR THE HORSE

Editor American Grain Trade:—Whoever wrote the article "Good Roads and Good Sense" certainly pulled the greatest "bone" in recent days. In the first place he has not the correct idea of the Horse Association's object as regards to its stand on road construction, as it is not its idea to hinder road building, but to ask for a byway of sufficient size and proper construction, so that horse traffic can safely be maintained when desired.

In the second place the Horse Association is not trying to make "Father Time emulate Rip Van Winkle." But it is simply trying to show in just what capacity the horse can be used to advantage, and it seems high time that some action is taken to put the curb on some of the outlandish ideas of the motor factions and the demands that they are making. One of the latest is the idea of having legislation in New York to try and close certain streets to all traffic except motor driven vehicles, even street cars must get off. This and some of their exorbitant statements of what their trucks will do are some of the things that are making the public a little doubtful. Some legislation should be in order compelling some of the periodicals and newspapers to be responsible for what they publish—that is regarding the truth of some of these statements.

In the third place, one in your position should have thought twice before making the first statement at all. You are representing an industry and trade for which the horse is responsible for consuming its output of from 18 per cent of the barley crop; one-fourth of the corn; one-fourth of the rye; 45 per cent of the hay, and nearly 70 per cent of the oats.

Perhaps you will print this; more, likely not; however, after several years of your journal, we are off of it for life.

Yours truly,

SOMERVILLE VETERINARY MEDICINE CO.

OLD WEIGHING METHODS

Editor American Grain Trade:—Mr. DeMuth's article on "Business vs. Efficiency" in your April 15 issue is very interesting to the writer who, as an old elevator weighman, well remembers "Ye Old Tyme" methods.

The check letter "double entry" system, to which Mr. DeMuth refers, is very effective in preventing errors until the weighers, by constant use, memorize the letters. No doubt "Old Honest John," that wise old Dutchman, had this in mind when he said "Yaw, vell, mebbe wen I git more uster dem ledders, I don't make mistaken mit em." This tendency of weighmen to record from memory the check letters, standing for the figures they have recorded, is difficult to combat. On the other hand, weight printing, or registering, beams make the reading of the beam and hanger by the weighmen unnecessary, and is not subject to such misuse, although they, too, are sometimes mishandled. The use of the recording (printing) beam is of especial value to elevator concerns employing men like "Old Honest John" to weigh the shippers' golden grain.

And, reminiscing, just a little, in "Ye Olden Tymes," aside from loss of grain in transit, and defective elevator equipment, and accidents, the shortages in weights were not as a general thing, caused by errors in weighing, but often to the failure to weigh all the grain unloaded from cars. And it has been suggested that, perhaps, if Mr. DeMuth had used the old 20-inch timbers, to which he refers, as vantage points, to watch the entire unloading operation, instead of watching "Old Honest John," he might also have invented things other than the double entry system of checking weights.

And as for deducting that 1,000 pounds because Old John's weight overran the shippers reported loading weight, the question is asked, "Suppose Old

John's weight had been short—1,000 pounds, instead of over, would it still have occurred to them that Old John's weight must be wrong?"

But even with the check letter, registering, and other error preventing methods, over-runs and shortages are still much in evidence. However, such systems have been of much help. Also, in years past, the common practice of employing illiterate laboring men to perform the weighing was a contributory cause of inaccuracy, which practice, happily, is now largely tabooed.

Mr. DeMuth's well written and entertaining article will be read with especial interest by the grain trade's old time elevator weighmen who, in spite of grain dust and Father Time, are still in the harness.

Yours truly,

OLD WEIGHMAN.

CONDITIONS IN THE SOUTHEAST

Editor American Grain Trade:—The Southeast territory covers some of the largest cotton growing states in the Union. This is a cotton belt and naturally the majority of the farmers raise cotton. We have a good many renters or tenants in this part of the country, and as cotton is our biggest money proposition, they devote most all of their time and energy in raising cotton and not much grain.

Now, of course this class of people have to buy oats, corn and other feeds to feed their stock. The biggest farmers raise enough of all kinds of grain of every description to do them through the year.

Our brokerage concern, Pitner & Beusse, sold more hay, more oats and sweet feeds since last December than we have ever sold since we have been in business.

The wheat crops in this part of the country are looking very good just at this time, and the farmers have planted more wheat this year than last year, and about three times as many oats, and I give the following in regard to the Southeast last year:

Why should not the Southern farmers wax fat and prosper in these piping times when cotton is bringing over 40 cents a pound and everything else he raises commands the highest prices ever known? It is a fact that the farmers of the South are better off now than they have ever been before. They have more money than they have ever had and their condition is more satisfactory than they ever experienced in the history of the country.

Southern farmers are now producing about as much cotton as they did five or ten years ago and no more. That is the reason why it is bringing them such a fancy price, for the world demand is growing while the supply does not increase fast enough for the demand. Southern farmers have also learned to raise other crops and that is the salvation of the South.

Here are some more facts about Southern crop production which are worth studying:

In all parts of the United States outside of the Southern States there was a decrease last year as compared with 1918, in the combined output of corn, wheat and oats of 236,000,000 bushels, while in the South these grains showed an increased production of 335,500,000 bushels.

In corn the South made a gain of 207,100,000 bushels, in wheat an increase of 46,400,000 bushels, and in oats 82,000,000 bushels.

In the rest of the country outside of the South there was an increase in corn of 207,500,000 bushels, but a decline in wheat of 26,700,000 bushels and a falling off in the production of oats of over 416,800,000 bushels.

Under these circumstances it is not surprising that the South has made a greater percentage of increase in the total value of agricultural products than the rest of the country.

The value of the South's crops in 1919, largely made up by the enormous increase in its grain output, was nearly \$1,166,000,000 more than 1918, while

the rest of the country there was a gain of only \$29,800,000, this gain being made up in the rest of the country more largely by increased prices than by any gain in yield.

So you can see the conditions that existed on last year's crop. I don't think I ever saw better wheat at this time of the year than it is looking now in this section, and with the proper season we will certainly make a big crop on small grain. You can rest assured that the Southeast will always buy some grain and some feed and hay from the West.

I might also add that the state of Georgia ranks third in hog raising.

Yours very truly,

J. H. BEUSSE.

AN EXPORT FREIGHT BILL

Senator McCumber and Representative Young of North Dakota have introduced into the Senate and House respectively, the following bill to relieve shippers from paying a transportation tax on grain shipments destined for export. The title of the bill reads: A Bill to enable the Commissioner of Internal Revenue to simplify the regulation under which exported property is exempt from the transportation tax and to prevent discrimination against agricultural and other commodities transported to a port or place of export to supply foreign requirements:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That the tax imposed under section 500 of the Revenue Act of 1918, approved February 24, 1919, on the amount paid for the transportation by rail or water or other form of mechanical motive power, of property, by freight or express, transported from one point in the United States to another, shall not apply to property transported to a port or place of export and actually exported, when the intention to export said property is declared by writing or stamping the words "intended for export" upon the bill of lading or other form of receipt under which such property is transported to the port or place of export: Provided, That the fact of exportation shall be established by filing with the carrier a signed copy of the export bill of lading or such other proof of exportation as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall prescribe: Provided further, That property heretofore transported to a port or place of export to supply foreign requirement and thereafter sold in foreign commerce and actually exported, shall be exempt from said tax under such regulations as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury shall prescribe.

This bill might meet the requirements fully, but to make it more certain an amendment has been suggested to be inserted just after the words "shall prescribe":

Except that on grain or grain products consigned to a recognized export elevator, warehouse or pier, where transportation charges are collectible prior to the actual exportation of such property, the delivery into or on such export elevator, warehouse, or pier shall constructively be held to be a delivery for export, and no tax shall apply to such property; provided, however, that if such property so consigned to such export elevator, warehouse or pier shall subsequently be diverted to domestic use, the proper tax shall be applied to same, and the delivery carrier shall be charged with the responsibility of collecting such tax.

MAX HOUSER EXONERATED

Attorney-General A. Mitchell Palmer, on May 10, announced the exoneration of Max H. Houser, vice-president of the United States Grain Corporation for the Pacific Coast region, on charges of manipulation for personal profit. Attorney-General Palmer's decision was made after reviewing the report of the committee appointed some time ago to investigate the charges made against Mr. Houser.

REPORTS from various countries give a wide variation in the increased cost of living. In America the increase is 96 per cent; in the United Kingdom 130 per cent above July, 1914; in France and Italy it is 220 per cent; Belgium, 296; Denmark, 142; Norway, 201; Sweden, 159; and Germany, the highest of all, 356 per cent. In parts of Russia the cost of living has increased enormously but as their money has no exchange value it cannot be estimated.

The Wheat Trading Conference

General Committee Formed to Devise Means for Opening Markets to Wheat Trading—Railroads Blamed for Present Difficulties

A CONFERENCE to consider the resumption of open trading in wheat on the grain exchanges was held in Chicago on May 7 and was presided over by Julius H. Barnes. In his opening address Mr. Barnes outlined the situation and called attention to many of the difficulties confronting the trade. In his preliminary announcement of the conference he said:

The chief hazards rest on inadequate inland transportation, and on foreign buying dominated by governments.

Liquid inland transportation is essential if the producer is to find a ready market, and at a fair reflection of the ultimate markets. Moreover, the five or six cities with open exchange trading before the war demonstrated daily a national price level. On the security of that level grain flowed in normal channels, not necessarily through the particular accumulative points at which exchange trading was quoted, but always with the potential delivery in those markets if necessary. Under present inland transportation conditions this potential delivery protection is crippled, exposing the exchanges to concentrated buying, and particularly that of foreign governments.

Foreign buying at present is, directly or indirectly, the act of governments, with their large resources. This government buying is forced, first by their bread subsidies and therefore the necessity of passing purchases through their national treasuries; second, because private agencies, crippled by war, cannot carry at high values sufficient stock and sufficient flour for assurance of the bread requirements of their people. Formerly, current prices were the meeting point of differing individual opinions, at home and abroad, affected daily by world crop progress or better approximation of world consumption. Today, the decision of purchase and prices paid rests in a few officials, and it is measurably true that these officials, with or without concerted action, can influence the price level for America.

Moreover, their policies are not governed by usual commercial practice. Present purchases, confined to wheat because of a desire for home employment, ignore flour, and our mills suffer a completely artificial handicap. This reflects into underproduction of mill-feed for our dairy industries. A wheat price, advanced in this manner under export buying of wheat only, lacks even the cushion of current flour market protection against too rapid a fall should foreign buying for any reason discontinue. Private opinion may or may not be confident as to world wheat needs and prices therefrom resulting, but credits have never rested on the opinion of traders; but on the security of hedges which minimize losses in price fluctuations. Wide and rapid fluctuations in prices are to be expected, naturally, from fluctuations in overseas exchange, unusual ocean freights, the limitations of credits, outside of the artificial influence of the views of foreign Government officials.

If in addition hedging facilities are lacking, the risks thus faced can only result in a wider relation between producer price and consumer price. The Grain Corporation has protected the consumer to date by resale of purchases made at the fair price level in the protection of the producer. Its holdings are almost exhausted; its authority about to expire. Individual initiative must take up the whole wheat handling machinery, which may require, under world hazards, reshaping or adjustment.

In his opening remarks at the meeting, Mr. Barnes said:

For three years the producer has had the strong protection of government absorption at the fair price level of the seasonal surplus pressure of wheat. Before that time there was the protection of the trading facilities of the great exchanges. Through the system of exchange hedging, a great army of investors absorbed the seasonal crop rush, something that direct consumers could not possibly do.

What protection will our producers have on this coming crop against undue depression during the seasonal movement, and what protection to consumers that that seasonal surplus be not absorbed by governments, not limited by the experienced caution of merchants against over-commitments, thus later exposing our consumers to a market bare of its stabilizing accumulated surplus, and with possible violent price fluctuation?

The first suggestion of embargo against excessive export in the interest of our consumer raises untold difficulties. Crop yields and home consumption do not lend themselves to exact calculation, and in whose judgment should a decision rest as to when an export movement begins to encroach upon home necessities?

Moreover, any form of embargo is a limitation of the producers' right to a free world market. If that producer be deprived of that natural advantage, then justice dictates that he should be protected against the collapse which might follow a surplus crop confined to insufficient home consumption.

This naturally then suggests a producer protection in the way of a fair price assurance. The fair price assurance to producers, at the expense of the national treasury, at once suggests a measure of recognition for the consumer as well, and we at once enter all the difficulties which follow the attempt of human judgment to hold level the scales between conflicting interests. Such a condition is justified only when the very life of the nation is at stake, as in war.

And when we look to the restoration of exchange open trading as the natural protection of both producer and consumer in a free market, we find unusual and special hazards which the exchanges themselves must consider before extending their facilities in the pre-war manner.

First, there is the totally inadequate inland transportation facilities of the country. Partly, this is the result of war suspension of the construction of new facilities and the replacement of old. Partly, it is the result of a mistaken domestic policy that by restricted opportunity deprived the roads of necessary capital replacement. Partly, it is due to the present pressure of a tremendous expansion of domestic activity, aggravated by constant suspension of service and cessation of traffic by strikes and interruptions.

The results, however, are written plainly to be seen. The grain producer has lost the ready daily market which he enjoyed. The country price of grain has lost its favorable relation with the terminal market price. No



Photo by Underwood & Underwood.

JULIUS H. BARNES

longer is the seaboard price of grain reflected closely in the producer price. Inability to make actual final delivery and difficulty in finding credits for the doubtful period thus created both operate to have destroyed the hitherto favorable position of the producer. The consumer price of grain and grain products has risen far above its former relation with the national price level indicated by the terminal markets. On every hand is apparent the disorganization by doubts and hazards and inability to complete delivery.

These difficulties of ready markets on which the producer has learned to depend, and these losses and hazards which measurably reduce the producers' share of the ultimate consumer price, can be viewed with special concern at this time. The balance of labor between agricultural and industrial employment is badly disturbed. The attraction of high wage scales established in the industries and the attractions of city life, jeopardize proper farm production. Against the price competition for labor in the industries, the producer needs every possible aid if we would see a proper production maintained. It is regrettable enough that farm prices must, under influences over which we have no control, show rapid and wide variations.

Overseas exchange will show its daily fluctuations and its occasional collapse, because of the disintegration of overseas finance. Necessarily, high ocean transportation shows on its present level, fluctuations wider than before.

All these influences enter into the daily net price in America which will be reflected to the producer.

Moreover, these are potentialities in price-making factors which cannot be forecasted, such as the possible reopening to the world commerce of Russia, which has been closed for five years, and there is always the great factor that Nature itself may make or unmake

a crop yield, in which is wrapped up the final producer earning.

Fortunately, the fair price basis made effective in wheat by this Government for three years seems to have been so wisely calculated as to contain within itself an element of crop stimulation. The acreage progressively sown to wheat apparently shows that influence, until last year we produced a surplus which has supplied our own enlarged needs, all the foreign demand, and will still leave us a large carryover beyond that requirement. But Nature, for this present year, has been neither kind to the sown winter wheat acreage, adequate as it might have proved to be, nor kind in the season for the spring-sown acreage. So that it is increasingly important that the difficulties of inland transportation shall be overcome, that we may obtain the full use of all our crop yields and secure for the producer as full a measure of the ultimate price as possible under these hazards.

We may perhaps expect a measure of transportation improvement, if there should develop a slowing down of general business. A fair solution of labor interruptions and some measure of new construction would also help.

In its present condition, however, the partial suspension of transportation threatens the underlying security of open future trading on exchanges, by which hedging security the position of both producer and consumer might be maintained against further disadvantage.

These great central markets, with their hedging facilities for future delivery, assured to handling and manufacturing facilities a minimum of loss by changes in the general price level of the world, and indicated in their various relations a national price level. Grain flowed from producer to consumer in natural channels, not always actually through these central markets, but on the national price level indicated by these markets. It is the most shallow analysis which compares the volume of future trading on these exchanges with the volume of actual receipts at those particular markets.

But those markets were protected against abuse of their facilities by speculation and manipulation because of the ever present potential delivery of the grain represented in its hedges. If then, inadequate transportation prevents the diversion of grain from its normal channels to make the actual delivery of grain so hedged in those central markets, then the underlying security of exchange trading and its justification are both undermined.

It is an additional problem that at the very time when actual delivery of the potential grain hedged in those markets is most difficult, there is concentrated in government hands abroad the power of purchase of large quantities, for which purchases, with the least price disturbance and in the most available quantities, the exchange facilities themselves offer the most ready market.

It is not to be wondered at then that the exchanges themselves must view these questions with great care. They must recognize their great service to producer and consumer in the stability and security which their hedging facilities furnish, and which are directly reflected to both farm and fireside by narrower trade tolls because of reduced and eliminated hazards.

Then, too, the grain handling and manufacturing trades of this country have found credit most easily secured because of the security afforded by these hedging markets.

This has reflected into a relatively light capital investment which makes competition plentiful and competition, with free and equal opportunity, is the safeguard of both the producer-seller and the consumer-buyer.

This is illustrated most directly in an analysis of the Department of Commerce 1914 Census of Manufacturers.

"Flour mills produced \$2.30 value of each product for each \$1.00 of capital investment.

"Bakery products, \$1.81 of product for each \$1.00 of capital investment.

"Textiles, only \$1.21 for each \$1.00 of capital investment.

"Iron and steel, only 75 cents for each \$1.00 of capital investment."

Probably the grain handling facilities, analyzed by themselves, would show that they handle at least \$5 of product for each \$1 capital investment.

If, then, by reducing the security to banks it becomes more difficult to obtain on credit the large sums needed to market our grain crops and their products, the result must speedily show in enlarged trade and manufacturing tolls.

A minority of merchants may prefer to fish in troubled waters and to make larger profits amidst larger hazards, but this, I conceive, is not the preference of the great majority of sound business men, and it certainly is not in the national interest.

It is right that a conference such as this should look farther afield than indicated by a narrow trade interest and put its consideration of these matters on the plane of great National interest as well, and in that spirit I have asked you to confer together, that there may be a better understanding of the difficulties to be solved, feeling that they can be solved by the exercise of American qualities of courage, vision and resourcefulness.

George M. Reynolds, president of the Continental

& Commercial Bank of Chicago, made a brief address in which he said that credit was more extended than he had ever seen it. He stated that the situation gave no cause for alarm, but required care, for there was manifestly less co-operation than during the war. There is little danger, he said, for the Federal Reserve Bank was operating on 42½ per cent reserve of gold while the Bank of England was operating on 14 to 16 per cent and had been down as low as 9, while France and Italy were even worse off.

He said that grain paper was always good security, but that it lost much of its stability unless it was covered by a hedge, and that from the standpoint of credit it was quite essential that the exchanges be reopened.

ORGANIZATION RESOLUTION

F. B. Wells of Minneapolis offered the following resolution which was adopted with the amendment that the committee of five named therein should be included in the general committee:

Resolved, that the following grain exchanges, Chicago, Milwaukee, Duluth, Minneapolis, Omaha, Kansas City, St. Louis and Toledo, be requested to select two representatives each which shall constitute a committee of sixteen to formulate a plan looking to the reopening of the exchanges to future trading in wheat, and that the plan formulated by the committee of sixteen be submitted for comment and suggestion to a general committee composed of representatives of all elements producing, manufacturing and handling grain and grain products.

That the chair appoint a committee of five, who shall determine the number of the general committee, the interests which shall be represented thereon and who shall receive all requests for representation and suggestion as to the selection or appointment of the personnel of the general committee. The duties of the general committee shall be to consider all phases and the problems of each section of the trade, and to make recommendations to each section for the conduct of their particular activity in harmony with the general plan.

Resolved further, that suggestions and recommendations relative to future trading in wheat be submitted in writing to the committee of sixteen, and that suggestions and recommendations on other different phases shall be submitted in writing to the general committee.

Chairman Barnes appointed the following members on the committee of five. F. B. Wells of Minneapolis; Fred J. Lingham of Lockport, N. Y.; O. M. Mitchell of New York City; Hiram N. Sager of Chicago, and P. E. Goodrich of Winchester, Ind.

Mr. Barnes suggested that during the noon hour the various groups represented at the conference should get together and each select a spokesman who could present the problems of that particular group.

AFTERNOON SESSION

The first group called upon in the afternoon was the exporters and William Richardson of Philadelphia responded. He named the exporters difficulties under several heads: 1. Credit; 2. Penalties for delay of steamers or non-delivery abroad in contract time; 3. Fluctuation in foreign exchange which in one day had made a difference of 7 cents per bushel. In reply to a question by Mr. Barnes he stated that the first thing to be done was to get rid of Government control; next improve transportation; and then resume open trading.

W. F. Converse of Minneapolis told of some of the difficulties the crippled transportation had made, stating that conditions were worse now than when the Government relinquished control of the railroads. He said he believed that the railroads were discriminating in their allotment of cars in favor of the higher classes of freight.

G. F. Ewe of Minneapolis told of a meeting which a committee from the Terminal Elevator Association had held on May 3, 4 and 5 with the Interstate Commerce Commission and with the Senate and House Committees. The Interstate Commerce Commission was fully aware of the deplorable condition, but they could do little to help. He said that a resolution was finally drawn up providing that: 1. An adequate movement of cars be provided for the grain territory; 2. That an order be issued to compel the return of 100 per cent equipment to the roads in the territories where grain originated; 3. That the carriers be furnished by the Government with additional funds for equipment than was provided in the Compromise Railroad Bill. Mr. Ewe

stated that the Senate Committee on Interstate Commerce had called a meeting of railroad executives and that these questions would be threshed out at the meeting.

Edward McDougal of the Chicago Federal Reserve Bank stated that the American Railway Association had reported a shortage of 250,000 cars and corresponding amount of motive power. He stated the belief that the grain trade was not getting its share of available equipment.

This opinion was shared by George A. Wells of Des Moines, who said that of 450 cars which brought grain into that city, 115 were condemned for grain and were used in other work.

Frank G. Crowell of Kansas City in strong terms expressed a similar belief and said that if the Interstate Commerce Commission couldn't get results the Grain Corporation, the Federal Reserve Bank, the Shipping Board and the Commission should unite forces and exert all their pressure to force the railroads to return cars to the grain originating roads.

George Aylesworth of St. Joseph, Mo., gave instances which led him to believe that the roads were showing discrimination.

For the country shippers P. E. Goodrich, Frank Kell of Wichita Falls, Texas, and J. R. McCabe of Duluth, spoke. Mr. Goodrich stated that "the railroads have fallen down and fallen down hard. We can't see much for the grain trade unless transportation is improved. We think future trading in wheat should be resumed at the earliest possible time, but if the railroad conditions are not bettered first it might mean a runaway market."

Mr. Kell said that much of the trouble was due to a loss of discipline among railroad employees, and stated that unless transportation conditions improved a margin of \$1 per bushel at the country elevator would not look large.

Mr. McCabe said that the return of box cars to the grain territory was the vital thing. His company used to take a margin of 3 cents per bushel, now they take about 7 cents and if trading on exchanges was not resumed, the margin would have to be multiplied many times or the elevators would have to close.

A representative of the terminal elevator operators stated that such houses would have to operate simply as storage houses, and that they could not buy grain unless they could hedge it.

James F. Bell of Minneapolis, representing the millers, gave an optimistic talk in which he eulogized Mr. Barnes. He pointed out how difficult it would be for the millers to do business without hedging wheat or flour sales. The representative of the flour jobbers stated that they had no direct interest in the wheat market as their business was one of merchandizing only. A representative of the Ward Baking Company stated that the chief difficulty they were under was transportation, and said that the bakers had to buy flour ahead and that the mills couldn't sell it unless there was an open wheat market. A representative of the retail bakers stated that, of all present, he was the only one who came in direct contract with the consuming public. He spoke of the extreme sensitiveness of the public at this time to fluctuations in price and urged that the committee give this fact consideration.

L. F. Gates of Chicago spoke for the grain exchanges. He said that trading in wheat is not a mere question of buying and selling this cereal in an exchange, it is a big question of economics and should be treated along broad lines. No exchange or set of men are the arbiters of the production and marketing of the great cereal. The producers and traders and all lines of effort used in handling wheat are mere trustees for the people at large.

There is a universal demand for the re-establishment of wheat trading, because such trading in the proper markets is beneficial to all. Everybody has a right to the benefits of wheat markets, and these markets should remain open and without outside interference. Europe will buy our wheat and will have the money to buy, but there should be no on-slaught. The exchanges were more than anxious to open if means could be devised for protecting

those who used them against foreign buying and the natural corners that might result from the break down of transportation.

At this time Mr. Wells reported for the organization committee of five. The general committee would be made up of three each from the millers, the country dealers, the farmers co-operative elevators, terminal elevators, producers, exporters, flour handlers, bakers, and three members at large, and 15 representatives from exchanges not represented on the committee of 16. This makes a total of 42 members besides the five members of the organization committee. Any suggestions for the consideration of this general committee should be sent to F. B. Wells, Chamber of Commerce, Minneapolis, and suggestions are welcome.

The report was adopted and after a few closing words from Mr. Barnes the meeting adjourned.

"BUSINESS" VERSUS EFFICIENCY

II

BY J. A. DEMUTH

In Article I, it was made clear that the "Duplex Check Scale Beam" was a pioneer in an hitherto wholly unexplored field; that despite the literally howling need of greater efficiency in weighing grain no one had as yet suggested that the fault lay in the scales. The company with which I was employed refused to consider the new idea, and its attitude was that of every other elevator company in Toledo, save one, which, with the columns of the "American Elevator and Grain Trade," was instrumental in rescuing this simple but practical invention from oblivion.

What follows indicates that Old John was far from being alone in his inability to grasp the tremendous importance and value of "dem ledders." It is true that one or two elevator superintendents took time to look into the matter and admitted the practicability of the invention, but also saw that according to their contract with the scale company its "guarantee" would be voided unless the change in their beams were made by none other than their own men.

At this point plain common sense efficiency was in imminent danger of being throttled, and by a business spirit which is essentially unjust and uselessly selfish. Scales are a commodity which the commercial world demands. The more dependably scales function to their end the more successful their producers.

The balance of a scale with the load placed upon its platform, being admitted an incontestable fact, the fact is incompletely established until the record of the action of the scale is as incontestable a fact as the action of the scale itself. This proposition was presented to owners of scales and to makers of scales, many of whom met this inoffensive and indisputable dictum as if they had been "touched" by a stranger for a loan; and although its logic is now banked upon by thousands of scale owners today, who could now by no means be persuaded to buy an elevator scale without some means as an attachment thereto for preserving a proved record of the weighing, the inventor was looked at askance.

But "back home" indisputable evidence of the immense value of the idea of a double record accumulated. Old John and I had become, by mere association, "used to dem ledders," and as corrections were regularly made in their tally books without their attention being called to them as formerly, they omitted their one-time severe precautions and worked with a free hand. Naturally the record of errors grew apace. But even when these records were shown as evidence—original entries and corrections in red, opposition to the new idea persisted. One prominent dealer recalled that he had once bought an attachment or something for his elevator scales, he wasn't quite sure which, but it turned out to be worthless; therefore.....

It seemed to the inventor a most extraordinary and inexplicable situation that whereas the evidence was to his mind perfectly irrefutable; that the "live wires" in the grain business were very favorably impressed, it was among the makers of scales a matter of almost stony indifference. If

seemed a safe estimate that the extra expense of equipping scale-beams with the double record possibility would be purely nominal if done at the factory; that the actual expense of the additional work on the beams could be multiplied by two or even three, to which a certain sum as royalty to the inventor could be added—the royalty to be a sum fixed and advertised by the inventor himself—some such plan being fair to all concerned. But no such plan was in accordance with good “business” methods. And while the inventor held the “efficiency end” the scale makers held the “business end.”

Herein lies one of the weak points of our patent laws, which should be discussed at greater length than is here warrantable as being germane to the topic of these articles, but which would no doubt be of interest and profit to both inventors and consumers of new and original ideas—real property, in which the patent laws are intended to conserve, in the interests not only of inventors, but of the public as well. One principle in this connection is clearly outstanding—and upstanding likewise, namely: That our patent laws are intended primarily for the benefit of the inventors and the public, and only incidentally for manufacturers. My experience, so far, and I am of the opinion that my experience is also that of the great majority of inventors, is that the intent and purpose of the patent principle has become distorted—turned end for end, practically. In such cases as the Symbol principle has figured in—and will hereafter figure in, the principal share of benefit arising from the disclosure of the inventor's thought has accrued and will accrue to the mere exploiters of the thought of the inventor. This situation is inevitable, and all owing to short sightedness of the framers of our patent laws.

Well, I find that I have digressed somewhat, and to continue the thread of my narrative must return to the fact that Old John and Ike had become “uset to dem ledders.” That the large number of errors, ranging from 100 to 10,000 pounds were honest errors, is attested by the fact that they were about as often in favor of shippers as against them. An error of 1,000, 2,000, 6,000 pounds, conveyed to the account of either the shipper, or elevator, with absolute impartiality, was just so much “velvet”—the difference being that in the case of the elevator there was total unconsciousness of the fact, whereas on the part of the shipper . . . well, perhaps it was mentioned to the wife—and then again perhaps not, the negative course being adopted owing to a rapid forecast of logical (feminine) reasons justifying an Easter hat or something.

Regardless of contracts abrogative of guarantees there was one Toledo elevator company which, blazing a well defined path into the wilderness where no scale maker had trod, changed the beams of their 10 big hopper scales from the sphinx kind to the kind wherewith double records could be made. Also, they manifested the proper spirit by strongly urging the inventor to advertise in the “American Elevator and Grain Trade” to the end that all others of the grain-handling fraternity might also find surcease from doubt and carking worry over the continuously recurring problem as to the identity of the author of errors in weighing.

The first advertisement brought not only stacks of inquiries, but grain shippers from the western confines of Minnesota, from Kentucky, Michigan and Ohio, perhaps literally “tore” out the beams from their big track scales and shipped them to Toledo—omitting all preliminaries as to terms. There was a little money in this compulsory business, but it went mostly to the excellent artisan who attended to the transmogrification of dumb beams to beams of resource and common sense. However, unnumbered obstacles clearly demonstrated that the scale people held the business end of the situation, and that, despite the objective of the United States patent laws, an immense and suffering business interest was in danger of being denied the benefits for which the laws had been enacted.

Finally, after one of the scale makers got his gaze focused on certain handwriting on the wall, the inventor, to whom negotiating was what Sherman said war was, was asked what he expected to get for his invention. Which interrogation

caused such a pronounced relaxation that under its spell a very modest sum was mentioned. It was to laugh derisively with the Business End.

However, it was at this same scance that a temporary contract was effected on a royalty basis. It must be born in mind that the inventor, in the simplicity of his unsophisticated business insight—in other words, paucity of commercial perspicacity, imagined that now—now, at last, the scale people would make every reasonable effort to place check beams. Why not? The terms were mutually satisfactory and their own patrons were demanding them. But notwithstanding this favorable situation nothing happened. Practically nothing.

Consider now for an instance what I had accomplished. I had discovered and solved and eliminated a positive evil in the grain traffic. Not only had commercially live-wires, great terminal elevator companies, highly successful grain dealers—shippers and buyers, commission firms and bank cashiers, the latter among the first to come forward, not only had all these far-seeing and unprejudiced citizens emphatically, some of them vehemently, endorsed my invention, other inventors, upstarts, literally who hadn't had any schooling in the elevator business, began competition with the Double Entry system before the latter had had half a start. However, no one can deny the fact that the check beam was the pioneer, though no one had as yet risen up and called the inventor blessed. In fact the situation was “quite contrary to the reverse.”

During this temporary contract—I being restricted by its terms to simply propagandic effort, there occurred in a large milling center a disastrous fire. The owner of the destroyed mill was not only a successful business man, he was also a man of genius insight, and was the originator in this country of a cereal food which has not been displaced unto this day by any of the many breakfast foods devised since his day.

It was announced in the “American Elevator and Grain Trade” that the destroyed mill would be at once rebuilt. Now it so happened that the original designer and builder of the mill, also a man of genius and constructive thought, had, with fine discrimination, received into the bosom of his family a certain young man (I don't mention any names) who had at that time but recently foresaken the profession of music and espoused the task of freeing the grain traffic of the country of its besetting weakness. And as this original builder of the mill and the then present owner of the mill-site were staid old friends from the fatherland, the placing of the improved beams in the new mill resolved itself naturally into a quasi-famby matter. Acting on the information contained in this journal, and banking on a cinch that the new mill would of course install the new beams, I wrote our friend an assuring letter as to the great worth and importance of the check beams, giving him concrete instances a plenty from my own experience.

Imagine my discomfiture—not to mention other feelings—upon receiving answer that the scale-salesman who had called while the ruins were still smoking, had taken his order for the new scales but had said not a word about the improved beams. The gentleman had inadvertently omitted to remember to mention the improved beams.

I recall this little incident to emphasize the fact that in business it's different. When a sale is made it is meat for both seller and buyer—always. This is a universally admitted principle in economics. The only exception to the rule is in three cornered deals. In which case one of the three gets cornered.

However, there came a day when the inventor came into his own—such as it was, and the erstwhile laugh-ee became the laugh-er. Not an uproarious laugh-er to be sure; but there was some recognition and quite smart experience.

Before passing from this, the first phase of the Symbol System, I must refer to another contemporary of mine while in the elevator business, the most efficient of us all. His name was Dick. And I do believe he measured at least four feet across the rump. Dick has long since passed. In 20 years a horse becomes an ancient, if I have been correctly informed.

In Dick's time we were still using primitive

methods for getting cars into the elevator. A slight incline in the approach made it not an unsurmountable difficulty for a good horse to pull a heavily loaded car. Two horses there were in Old John's time who were strikingly endowed with proper horse sense. Between the decease of Old Tom, and Dick's incumbency many horses had tried for the job but failed. Finally, entered Dick. He eschewed all suggestions; he took in the situation at a glance. A dozen had been his immediate predecessors and all had been summarily fired as being “damn foo-uls.” I understood that Dick's try-out was private. But on his second appearance there was a great audience.

There came early in the run a whopper. As Dick was led up the track and came into full view of this whopper it was affirmed by trustworthy witnesses that there was noticeable not a bat of an eye. Dick seemed quite as little impressed by the size of the whopper as if all his life he had had dealings with whoppers only. There were in the procession, following Dick up the track on the car, Mr. O'Connel and his corps of shovelers. There were yard men, grain inspectors 'change boys, up for samples, switchmen—in short the full personnel of the yards. And of course, Old John and Ike were in the orchestra seats.

Dick knew the instant the big iron hook was adjusted. No word of command was necessary. The silence was so intense that you could have heard a pin drop (coupling pin). The audience had been abjured to refrain from all demonstrations. Judging from Dick's first movement—the first perceptible movement, he appeared to be making preparations for going to sleep. Very slowly Dick bent forward until all four legs had assumed an angle in relation to his body that might have misled one to imagine that he had made a serious miscalculation and was figuring on starting the car with his dead weight alone. There were Mr. O'Connel and his lads, all in a row, stooped, with elbows resting on knees and eyes riveted on the car wheels, each man of them keen on being the first to yell “There she goes.” But the knowing ones watched the action of Dick's muscles. For his part Dick appeared for all the world as if he was about to drop off into dreamland—to dream perhaps of No. 1 white oats. Of course no naked eye saw the initial movement of the car wheels. Neither did Mr. O'Connel, who had put on his silver framed spectacles for the closest possible inspection. John's observation was that “of course you could see the first move of the car wheels if you had a spyglass, *aber sonst nicht*.” Which indicated that however short John was on “dem ledders” he was longer than the rest of them on physics.

Very slowly the car gained momentum, and the task was finished without a single instance of lost motion; which demonstrated that while Dick had never had any book larnin' in physics he did have an inherent sense of the necessity of eliminating lost motion in mechanical action and what is better yet, he knew how to put it into practice—to get results.

As Dick walked leisurely down the track with his car, it was Mr. O'Connel, I think, who remarked: “Theer's a bye who duz his pullin' with his head, he jabsers, 'stid of cavortin' all over the thracks like he'd been sthung be a yalley jacket.”

And if our present day system and efficiency enthusiasts had had personal acquaintance with Dick, then between Dick's day and the present there would have been written no doubt, many a thesis upon “The Essential Identity of Science, Horse-Sense and System.”

Later on in this series of papers it will be demonstrated that “dem ledders” embodied in their potentiality the quality of success that was attained by Dick, the emhyronic physicist. Not because there is any apparent analogy, but because of the fact that whether the thing to be accomplished involves a physical force or a mental process, the *essential and elemental principle must conform to certain fundamental requirements*.

This dictum will be thoroughly substantiated out of the writer's own experiences in the articles to follow.

[TO BE CONTINUED]

Illinois Dealers Meet at Decatur

FAIR skies and good roads contributed to a large attendance at the annual meeting of the Illinois Grain Dealers Association at the Hotel Orlando, Decatur, May 11 and 12. The first session was called to order by President Horner on Tuesday morning. The invocation was pronounced by the Rev. C. E. Jenney, pastor of the First Presbyterian Church. The Hon. Charles M. Borchers, mayor of Decatur, gave the address of welcome, which was responded to by President Horner, who gave his annual address at that time.

PRESIDENT HORNER'S ADDRESS

A YEAR ago we met in annual convention at Peoria, after having just passed through a year of the most trying and humiliating experiences that the members of this Association had ever suffered, and it was quite natural that we should have been in the midst of pessimism and forebodings in reference to our relationship with the Grain Corporation during the approaching 1919 wheat harvest, but it is a pleasure to know that, like most of disasters seen in advance, the one menacing us at that time never happened, but on the contrary, the crop was handled by our membership without any friction whatever with any department of the Grain Corporation. And for this, we should not fail to give proper credit to Second Vice-President Bert H. Lang, of the St. Louis Zone, who has exhibited such a great sense of fairness and wisdom in the administration of the affairs of that office, and who well merits the universal praise he is receiving.

But we must all now admit, and it is a pleasant commentary on the value of Association work to do so, that the real reason for the altered attitude of the Grain Corporation itself, was a movement which was started by the Illinois Grain Dealers Association in January of 1919, when a conference was called of all the state associations in the winter wheat belt and these associations, co-ordinating under the auspices of the Grain Dealers National Association, and with the active and whole-hearted support of President Goodrich and Secretary Quinn, collected such a mass of data and presented such a formidable front as to demand a consideration which they had never before received.

This year there is no one overshadowing question confronting our trade, as there was last year, but there is no dearth of work in sight for our Association. We have the usual trade problems; we have the determination to secure from Congress reimbursement for the losses suffered by the establishment of the fixed price for wheat in 1917; and we have the usual difference with the railroads to harmonize, such as the rental adjustments which the carriers are attempting to make on right of way leases, and we, of course, have ahead the perennial fight for the collection of our loss and damage claims, but our rights in this respect have been considerably clarified by the Interstate Commerce Commission report in what is known as Docket 9060, and on which case one of our directors, Mr. E. M. Wayne, has given so liberally of his time for the past two or three years and every dealer owes it to himself to thoroughly familiarize himself with this report, the full text of which may be secured from the Superintendent of Documents at Washington.

One thing that impresses me very strongly is that in nearly every important subject confronting associations such as ours, we find the issues complicated by the power and supervision of some governmental department and necessarily any possible remedy lies in the same direction. It has, therefore, become very difficult to disassociate trade discussions from politics. I do not mean partisan politics, for the disciples of paternalism are peculiarly non-partisan and are as familiar in the Democratic as in the Republican party. It is a matter to be fought out within and not between our two great parties, but to my mind, it is one of the most important basic issues confronting the United States today and one that is receiving the least intelligent and consistent thought. We should not make the mistake of considering this paternalistic tendency as an outgrowth of the war for it is a sentiment that had been accumulating for years before that time. In fact, the absolute price fixing and actual control of various industries, made necessary by the war, have been very largely relaxed but the seed has been deeply planted and every newspaper echoes the clamor for governmental supervision of business. We are at present confronted with a world-wide shortage in production, accompanied with a largely increased purchasing power and without looking very deeply for causes, our people only know that something has hit them and they are looking for relief to the government instead of to natural economic laws. Our parlor socialists and many misdirected intellectuals and so-called welfare workers are, perhaps unwittingly, joining hands with the loud-mouthed professed socialists and pointing to Washington and very naturally that mass of officialdom com-

posing our cumbersome mess of bureaus and commissions lends a helping hand to grasp for further power and the easiest way for its accomplishment is by the extension of special privileges to the classes controlling the largest number of votes. It has become quite popular to measure the success of a department of our Government, not by the good that it has accomplished, but by the number of its employees and the size of its expenditures. It is not strange, under such a system, that the two largest classes in the country should have been exempted from the operations of the Sherman Law, by means of a subterfuge carried in the urgency deficiency appropriation bills nor is it strange that the machinery of the Federal Trade Commission should be working overtime for the propagation of co-operative ideas at the expense of legitimate business.

Our present system of distribution is an outgrowth of unfettered competition and of the survival of the fittest and if co-operative societies can succeed and supplant this scheme under the same conditions they will do so by showing a greater efficiency, and I say, all glory to them and I will be the first to applaud their success,



PRESIDENT FRED G. HORNER OF LAWRENCEVILLE

but if it is necessary to foster them by hot-house methods, as is being done at present, I will be the first to condemn them. If we, as middlemen, cannot show ourselves indispensable under competitive conditions, we deserve no sympathy and should be cast into the discard. But, just as we are not asking any special governmental favors for ourselves, we should insist with all our power that none be extended to any other class, regardless of the size of their vote.

To me the big outstanding lesson we have learned in the past three years is a warning against this tendency towards paternalism, this insidious entrance of our Government into business affairs—this tendency of our people to look to the Government for the correction of every economic wrong and for the propagation of myriads of weird fallacies. You may call it what you please—paternalism, communism, socialism, even bolshevism—the differences are of degree more than kind—but the fact remains that if carried to its logical conclusion, it will absolutely destroy that individual thrift and efficiency and that wonderful initiative which, in the short space of less than a century and a half, have made the United States the greatest, the richest, and the most enlightened nation that the world has ever seen.

The members of this Association, have in the past three years, had a first hand experience with a bureaucracy, which in the personnel of its officials was perhaps as nearly ideal as any one could reasonably expect, but how would you like to continue to operate under such a bureau and face the certainty of some bureaucrat periodically issuing a statement overnight which would enhance or depreciate the value of your stock of grain to the amount of several times your handling margin and then possibly in the course of another twenty-four or forty-eight hours to be confronted with a rank repudiation of the first statement by the same or some other official with a resulting upheaval in the opposite direc-

tion? How would you like to be trying thus daily to conform to rules issued yesterday, to be amended or countermanded tomorrow or to fathom what retroactive measure would best serve the political interests of some member of the bureaucracy? And with all this in mind, don't forget that our experience was as nearly ideal as could be expected from such a system. The lesson is so clear that he who runs may read and it has been brought home to us grain dealers so concretely that we should not fail to profit by the experience.

Let us all, in the future, use whatever influence we may have, individually and collectively, to divorce our Government from all possible participation in or active supervision of business—I say all possible, for I will admit the necessity in certain extreme cases of monopolistic control, but let us consider such cases as a necessary evil, and whenever there is any question as to the advisability of in any way interfering with the law of supply and demand, let us use our influence to give the old law of supply and demand another trial. If we err, let us err on the side of non-interference by the Government in business—and by business, I do not mean our business, the grain business, only—I mean iron and steel, coal and oil, cotton and wool, and every other private enterprise. It should not matter whose ox is gored.

Let us as fast as possible get back to the Constitution—back to the three original branches of government—executive, legislative, and judicial, and eliminate these countless and these worse than useless, these dangerous bureaus and commissions, with which we are damming up every effort at initiative and private enterprise and placing ourselves under the control of the ruthless paradoxical fiat of some pigmy bureaucrat.

I will not attempt to go into the detail work of our Association, as it would only be a repetition of what you will hear in a much more comprehensive and able manner from Secretary Culbertson and the reports of our various committees.

I must add, however, that the measure of success of an organization such as ours, lies very largely in the secretary's office and the co-operation that office receives from the membership. We are very fortunate to now have in Maj. Culbertson, one who has now had two years of very valuable experience and who is now thoroughly familiar with the affairs of the Association and who has a personal acquaintance with nearly all the individual members, and I know that I speak for him and for every other officer of the Illinois Grain Dealers Association, when I say that nothing gives us more pleasure than the opportunity to be of service to you. Remember that the only excuse for existence of such an Association as ours is service for its members and never forget that this Association is your Association and that your troubles are the troubles of the Association and that in presenting them for assistance you are not asking but conferring a favor, if they are problems that are pertinent to Association work.

I want to thank you all, officers and members, for the co-operation that you have shown in the past year and for the honor that I have enjoyed of heading a body of business men who have conducted themselves as you have done during the trying experience of the past three years and it is a matter of great pride to me to know that there is not one solitary act in the history of that period for which the Illinois Grain Dealers Association will ever feel ashamed.

SECRETARY CULBERTSON'S REPORT

THIS year has been a busy year for the Association, but as at all times I have tried to keep you advised by our monthly bulletins of the various projects in which we have had an active part, I shall not take up your time with an extended report.

During the past year 78 new members have been added to our roll, and while this is above the average yearly increase, we show but little gain in our total membership, due to the resignation of members who have disposed of their businesses to co-operative companies. These companies have been organized in nearly every grain shipping point, but this need not necessarily alarm the grain dealer, for under the abnormal conditions that have existed those with little experience have been able to conduct a grain business and show a profit.

However, the time will come when it will once more be the survival of the fittest, and the dealers who have made a life study of the grain business will undoubtedly weather the adverse conditions the more successfully. Let us hope that that time is yet far distant, and that when it does arrive that all co-operative companies will be managed by competent grain men. This Association has no quarrel with the co-operative companies, but, on the contrary, is willing to aid them in every way possible, and we at all times welcome their applications for membership in this organization.

The Claim Bureau, as will be shown by Mr. Schantz, chairman of the Claims Committee, has made a very enviable showing when it is considered that one-third

of all claims handled by the Bureau were originally filed by the shipper, his commission merchant or some collecting agency, and then given us, and of these we collected better than 50 per cent. Under our claim rules we need not have handled these claims, but as the aim of this Association is to be of service whenever it is possible, we have disregarded these rules. We have no apology to offer for so doing, feeling that the results obtained are our justification.

The Scale Department has been one of our greatest sources of worry the past year, one reason being that our inspectors were not able to obtain the necessary repairs for all types of scales from the manufacturers. The growing popularity of our scale inspection service, which is not confined to the grain trade alone, but has reached out to every business having weighing facilities, and even to the farmers, has kept our inspectors so busy they have not always been able to render prompt service. This season we will have additional inspectors, which we hope will eliminate this trouble, but if all members will address all requests for inspection to this office, instead of to the individual inspector, more efficiency will obtain, as we are in daily communication with the inspectors, and if the letters come to him they are often not received until their return from a trip that may have been in the immediate vicinity of the request.

We are pleased to report that during the past year there have been fewer trade disputes between our members than for many years previous, and for this reason the work of the Arbitration Committee has been very light. I have made it a practice to endeavor to bring about an amicable settlement between members without resorting to the Arbitration Committee, and in this way many cases have been averted.

We believe that one of the most important functions of association work is the meeting of members in different localities to discuss the various questions that are affecting the trade in general and their own local conditions in particular. A great many local meetings have been held throughout the year which we believe have been of much value to those in attendance. We hope to hold even more local meetings this coming year than ever before, and those of you who would like to have a get-together meeting with your neighbors, so that you can become better acquainted and discuss local conditions, please advise me and I will gladly arrange such a meeting when it will most suit your convenience.

Efficient service has been our effort during the past year. In every way we have tried to make the Association more useful. We have tried to be alive and awake to your interests along every possible line. We have tried to conduct the Association upon a real business basis.

I will now submit the financial statement of the Association for the year ending May 1, 1920.

Receipts

Balance on hand May 1, 1919.....	\$2,102.56
Dues.....	6,589.00
Membership fees.....	340.00
Arbitration fees.....	40.27
Directory advertising.....	2,224.75
Claim fees.....	1,491.99
Scale fees.....	284.39
Sale of Directories.....	32.20
Total	\$13,105.16

Disbursements

Office supplies.....	\$ 431.82
Officers' expense.....	910.10
Postage.....	522.35
Annual convention.....	150.88
Office rental.....	180.00
Arbitration refund.....	15.00
Telephone and telegraph.....	148.43
Assistant secretary.....	1,348.00
Printing.....	450.17
Secretary's salary.....	2,500.00
Secretary's expense.....	1,035.90
Directory printing.....	981.00
Dues to National Association.....	379.00
Dues to Chamber of Commerce.....	30.00
U. S. bonds.....	1,903.09
Arbitration.....	46.34
Total	\$11,032.08
Balance on hand May 1, 1920.....	\$ 2,073.08

In conclusion, I desire to express my heartfelt and sincere thanks to the officers, committeemen and members of the Illinois Grain Dealers Association, who have at all times been so willing to aid me, giving me their advice and good counsel and the benefit of their experience.

Wm. Murray of Champaign, read his report which agreed in all particulars with the financial report of the secretary.

The report of the Finance Committee was read by Lee Railsbach of Weldon. The Committee reported a complete audit of the books and complimented the officers on the accuracy and the system used in the books.

President Horner appointed the following committees: Resolutions: Lee G. Metcalf of Illiopolis, John Radford of Chicago, Stanley McFadden of Havana, R. F. Wrenn of Roanoke, and Lee Railsbach of Weldon. Nominations: B. P. Hill of Freeport, Howard B. Sears of Garden Prairie, and O. N. East of Milmine.

Charles Quinn stated that there was to be a

meeting with the Central Territory Classification Committee of the railroads at Chicago on May 25, relative to car loading, the purpose of the Committee being to change the rule on loading to read that grain should be loaded to within 24 inches of the roof instead of the 30-inch rule now in effect. Mr. Quinn desired an expression from the dealers as to how this change would effect them.

Mr. Rhodes of Indianapolis, who is the supervisor



SECRETARY W. E. CULBERTSON

of inspection there, stated that cars could be sampled under 24-inch loading if they were properly trimmed.

Mr. Metcalf, Mr. Radford and Mr. Booth of Chicago, Mr. White of St. Louis, Mr. West, Mr. Murray and others, gave testimony that inspectors were more and more inclined to put a notation on certificates, "Too full for proper sampling," and that the railroads and the inspectors should not be allowed to shift the responsibility on to the shippers.

William Murray offered a resolution to the effect that the Illinois Grain Dealers Association protest against a loading rule which would provide for load-

A general discussion took place in which it was shown that railroads were charging more for rentals and for sidetracks than before, but further discussion of the subject was deferred until Mr. Bach, attorney for the Association, could be present.

E. A. McKenzie presented the report of the Scale Committee as follows:

REPORT OF SCALE COMMITTEE

During the past year over 800 requests for inspection were received by the Scale Department; 353 towns were visited and 651 scales tested.

The coming year the Scale Department has arranged that all the grain producing sections of the state be visited by a competent inspector both spring and fall. As the inspectors will travel by auto truck on these tours, it has been decided that the fairest way to distribute the expense is to make a fixed charge of \$5 per dealer per station. This charge is slightly below the average expense per dealer during the year just ended, and it is hoped that this will meet with the approval of all members.

The committee recommends that all members address all requests for inspection direct to the secretary's office, believing that by pursuing this course more efficiency will be attained.

Secretary Culbertson supplemented this report by stating that in the future the state will be divided into north and south districts with an inspector for each district who will trade territories each year. The fee has been \$4 for the first scale and \$3 for each succeeding scale for members, and a flat price of \$5 for outsiders. Now the inspectors will travel in their own cars and inspect all scales indiscriminately at \$5 per house regardless of the number of scales.

The suggestion was made that the farmers with scales be induced to take advantage of this inspection service to avoid disputes over their grain weights.

TUESDAY AFTERNOON SESSION

The opening address of the afternoon session was made by B. W. Snow, statistician and editor of the *Orange Judd Farmer* on "The World's Food." The hall was filled to capacity for the address and no one was disappointed.

THE WORLD'S FOOD

FOOD is the fundamental problem of human existence. Until it is solved, at least so far as immediate necessities are concerned, all else must wait. It is the mainspring of human action, the ultimate goal of human effort. Your Association, as an important link in the machinery of food distribution, is in vital touch with the immediate food prob-



H. A. RUMSEY, L. M. WALKER, GEO. E. WEST, GEO. E. BOOTH

ing less than 30 inches from the roof at the sides of the car. The resolution was carried unanimously.

Mr. Booth of Chicago introduced the subject, the effect of the continued operation of the Lever Act after the Grain Corporation should be dissolved. This in turn brought up the discussion of the Wheat Trading Conference in Chicago on May 7, report of which will be found on another page in this issue. Mr. Booth took occasion to say that the exchanges were anxious to reopen for wheat trading under proper protection.

Mr. Quinn then brought up the subject of railroad leases and sidetrack building and maintenance.

lems of today. You play your part in meeting the requirements of today and tomorrow visioning and planning for next week for six months ahead. But the world's food problem is not to be measured in terms of days or of months. Nor in terms of bushels, nor by geographical metes and bounds.

The history of the world is the history of the search and struggle for food. The record of the future of this planet can be but that repetition. The first petition which baby lips are taught to lisp to Deity is for bread. "Give us this day our daily bread." All else hinges upon the granting of this. And yet so complete is human complacency, so saturated are we with the belief that things that are must continue to be, so confident are we that things which by their very nature must be temporary are by some alchemy

to be permanent, that we give small consideration to the future working out of the one problem upon which all else rests.

You are not to consider the immediate problems of food distribution in so far as you are a factor, but I venture to discuss with you the broader economic factors that are working with the precision and resistless force of planetary law, and yet which by reason of their very vastness are unobserved.

Progress of human society has been based upon individual specialization. Primitive man varied his occupation and effort so as to provide for himself all necessities, food, clothing, shelter, safety. First grouping together for mutual safety against common enemies, he gradually realized that more and better food and clothing and shelter were possible if each individual devoted his effort to one thing, exchanging the product of his own effort beyond his individual needs for the similar surplus created by the effort of his fellow in some other specialty. In the beginning this individual specialization and consequent cooperative exchanging of individual surplus was confined to neighbors, then groups, then tribes and finally to trading nations. And as the circle of exchange widened the ease and plane of living improved until the fruits and resources of the earth met in the market.

In the beginning primitive man was hard pressed day by day to supply his wants. As society developed and exchange was facilitated, life grew easier because supplies were more regular, but there was ever present the haunting fear of scarcity. Up to the 18th Century the world had no illusions that led it to forget for a moment its food problem. Out of this fear grew that development of our social organization which we call capitalism. Primitive instinct led men not to consume day by day all the fruits of that day's labor, but to lay aside the surplus produced above daily necessities as an insurance against any of the factors which might involve under-production at a later time. This surplus, taking the form of machinery, buildings, railroads, ships, all the varied instruments of production, transportation and exchange, slowly but surely increased the human capacity for production at a faster rate than human needs for consumption were increased, despite the growing population of the world.

With this improvement which brought a constantly increasing margin of safety to mankind, there was of necessity some general improvement in the status of life for the mass of people, but it is true beyond cavil that society is so framed as to throw the greater part of those savings of all into the control of only a limited portion, into control of the class least likely to consume it. The fundamental truth is that it is this very inequality in the distribution of wealth that has made possible the vast accumulations of capital that characterized the Nineteenth Century and the cumulative use of which improved the ease and plane of general human life. Such accumulations of capital and the consequent general good which has flown from it could never occur in any form of society where the individual consumes all he produces and where wealth is equitably divided. In this lies the justification of the capitalistic system, but if the accumulations under the control of the capitalistic class were expended or consumed for its own narrow pleasure, satisfaction or gratification, instead of becoming a general capital working for the economic advantage of all, the world would soon find such a system intolerable.

The full fruit of this trend of human effort toward individual specialization of labor and its corollary of capital accumulation and its cumulative use in added production reached its fullest development in the last third of the Nineteenth Century. Europe with its pressure of food needs measurably removed by reason of the increased food supplies secured from America, underwent an economic readjustment with rapid population gains, tremendous increase in the manufacture of capital goods, and a frankly accepted dependence upon overseas countries for food for this population and for certain raw materials for fabrication. For 50 years up to 1914, when the industrial, financial and commercial machinery so long in building and so delicately adjusted, was scrapped over night, the pressure of population upon food was actually reversed, and for the first time in history as population numbers increased the securing of food became increasingly easy. This happy situation reversed the accepted doctrines of political economy and a new school of superficial thinkers believed that mankind had at last conquered its food problem.

It is not difficult to analyze the factors which brought about this condition, and when analyzed it is impossible to escape the conclusion that this 50 years has been a golden age of only temporary reaction against that immutable law of life which finds its expression in the Divine command, "In the sweat of thy face shalt thou eat bread." Europe experienced a population increase that furnished settlers to till the new lands of this country, of Canada, of Argentina and Australia, and at the same time furnished increasing numbers to stay at home and produce the machinery and the industrial goods which the settlers in these new lands required for their maintenance, comfort and necessity while they were making available the resources in food and raw materials of the new countries.

And from her accumulations of capital there were provided the railways, ships and finances for easy and rapid exchange between the dense population centers of Europe and the vast areas of fertile lands suddenly brought within human reach. The natural result was that a unit of labor in non-agricultural industry secured year after year for more than a generation an increasing purchase control over the food requirements of that unit of labor. It was the happy age of less work, more and better food and an increasing measure of the



luxury both of idleness and of individual gratification. Europe by the contribution of her surplus population to furnish the finances profited in the highest measure from the development of the national resources of non-European territory. For the surplus products of her home labor activity she had a market where they could be profitably exchanged for food and raw products, while from her capital investments she drew a constant stream of the things she needed without being compelled to part at all with the products of her current

labor. She was in the happy position of securing her food supply upon the basis of a decreasing ratio of her own production in exchange, and at the same time adding to her surplus capital through liberal returns from her profitable overseas investments. This is the chapter, the golden age in the economic history of the world which came to an end in August, 1914. In the roar of German guns and the crashing walls of the forts of Liege the economic structure which had given Europe the industrial over-lordship of the world toppled to chaos. The accumulated capital of a thousand years of patient, steady laying aside of the little surplus produced by individual effort and saved by individual self-denial was consumed in the red furnace of war, as Malthus taught would be and as the history of the world confirmed.

We are tempted to believe that the changed conditions which we now see as a war legacy will be temporary; that the economic changes are merely the result of withdrawing 40,000,000 men from their ordinary activities and engaging them in the work of destruction and that old equilibriums will be restored when they are shifted back from war to peace activities. The human mind is loath to accept an unpleasant conclusion. It is prone to look backward, not forward. The fundamental condition, the economic foundation upon which rested the industrial, financial and commercial world is changed.

Europe is no longer the world's industrial over-lord. Her investments of capital in the development



MR. WAYNE PRESENTED THE TEXAS PRESIDENT
B. E. Clement, E. M. Wayne

of foreign resources are not wholly gone, but they are sadly shrunken. Her purchases henceforth of food and raw materials must be paid for by the exchange of products of her current labor. Nor is she ever likely to again build up a capital fund as simply or upon the same basis as before. The war has given a startling lesson in consumption, both to the masses whose labor produces and to the capitalist class who have seen their thrift of generations nullified in a moment. To both the lesson points toward immediate utilization of income.

During the half century that ended at Liege industrial labor plus investment return, through the rapid

development of the agricultural resources of new lands, gave the food buyer the point of vantage in all his dealings with the food seller. The consequence was the increasing price command which industrial labor exercised over agricultural labor, the increasing purchasing power of industrial products measured in food products. For the masses of population engaged in industrial pursuits, and particularly for Europe as the world's work shop, it was truly the golden age. But it was economically unsound, and it could not have endured even had Europe been spared its welter of war, its orgy of destruction. In fact the balance which had been forced through the contemporaneous grouping of a series of fortuitous conditions was already being disturbed before the war crash came.

The basis of the relative abundance of world food after about 1870 was the exploitation of the virgin soils of new lands, made possible as a sudden contribution through Europe's ability to furnish both the labor needed and the capital required. The development of the agricultural resources of this country, of Australia, of Argentina and of Canada followed in rapid sequence, and the surplus of labor plus the surplus of capital accumulated in a thousand years of individual self-denial produced a food supply that increased at a ratio even greater than the ratio of population increase under happy conditions. The very thing happened which the political economists of the early Eighteenth Century said could not happen. The pressure of population upon food was reversed, and food was obtainable at a declining measure of individual effort. But the theory of political economy was not wrong. Its laws were merely temporarily suspended.

It is an inexorable law that there must be an equitable relation between the selling price of all products of human labor, and the enforcement of this law is automatic. Whenever the labor engaged in one occupation secures a reward in the necessities and comforts of life that is disproportionate to the reward for similar effort in other fields of production, labor which is essentially fluid flows from the poorly required to the more profitable service until increased production in one direction and decreased production in the other forces a readjustment of comparative price level. This law is working culture into industrial life, and in the end it will force a readjustment by which the reward to labor on the farm will permanently rest at the same level as the reward to labor in the shops.

The destruction of world capital as a result of the war will hurry along the increase in the value of products of farm labor when measured in the products of industrial labor, just as the use of accumulated capital accelerated the development of new fields of agricultural production and thereby lowered the relative value of the products of farm labor. The pendulum has completed its arc and is now swinging back. During this golden age for industrial labor the population of the world has multiplied at an increasing ratio, with the center of increase naturally in those countries of greater industrial activity. To illustrate, Germany between 1870 and 1918 became the world's most vast and complicated industrial machine and her population increased from 40,000,000 to about 68,000,000. She then passed from a position of food self-support to one of food dependence upon overseas countries. All of western Europe came to relatively the same position. The food wants of this non-self-sustaining population were met by the exploitation of the food resources of new foreign lands.

The population remains, for when contrasted with the fecundity of mankind the frightful life loss of war becomes important from the standpoint of economic value rather than that of numbers. This population must be fed, but there are no more great new areas of agricultural land to be exploited. Once more the pressure of population upon food is established. Once more the reason for the deep-seated pessimism that pervades the literature of our early political economy asserts itself. The factors out of which come this renewed pressure of population upon food supply could be arranged as:

First—The progressive exhaustion of new lands for agricultural development.

Second—Increasing population in the lands of supply and consequent decreasing percentage of production available for trans-seas use.

Third—Increasing inability of Europe to feed herself because of the increased fecundity of population under the improved living conditions through three generations of easily obtained food supply.

These three factors are merely the manifestations of permanent and immutable law, and they were already beginning to tip the balance between supply and demand when the violent factors of war destruction accelerated the tendency.

These war factors, contributory in character rather than fundamental, might be listed as:

First—The temporary withdrawal of labor from food production because of military necessity during the progress of the war and because of temporarily higher wage return to industrial labor.

Second—The destruction of farm machinery and farm animals, both in the war zone and through the inexorable demand for war supplies.

Third—The temporary decrease of land productivity in Europe because of commercial or financial inability to maintain soil fertility through the accustomed liberal use of nitrates.

Fourth—The lack of accumulated capital with which to finance the further agricultural and transportation development of present producing lands, or to exploit new lands if such there be.

The combination of these permanent factors with

the temporary but immediately effective war results spells a decreasing food supply when measured by population requirements, and forecasts a renewal of the old struggle so happily forgotten during the golden age just closed. But the world is not going to starve, nor will we return to the sorrowful centuries when famine and war were the twin spectres that political economists regarded as necessary to keep the world's population within compass of the world's food.

What is ahead of us is a higher plane of food values, or to put it more correctly, in the years to come and indefinitely as far as we can now see, the products of agricultural labor will exchange for an increasing volume of the products of industrial labor. This readjustment will not be accomplished without strife and stress and strain inside of our social organization, because it will overturn the theories and the cherished purpose of that school of social thought which believes itself able to nullify the divine command that man shall earn his bread by the sweat of his brow. The effort to shorten hours of labor and indefinitely lengthen the hours of leisure will reverse when more individual effort and individual production are required in exchange for the products of farm labor. The labor that works with nature in her wonderful alchemy of food production must gauge its hours to her immutable laws, and the labor that would partake of the bounty thus secured must give an equal volume of effort in the production of goods to exchange for the product of farm labor.

But higher prices for food products of itself does not increase the total supply of food. It aids, however, in the solution of the food problem from two standpoints. It enforces economies in use and it tends to a decreasing ratio of population increase. It also to a certain extent increases the supply because it makes possible more intensive cultivation, the greater utilization of inferior lands and the employment of an increasing percentage of population in food production. Another factor which will play a part in meeting population pressure as it appears will be the tendency toward dietetic change and the greater utilization of what have been neglected products. Vegetable oils are steadily displacing animal fats, thus utilizing natural products that were once ignored. And as pressure increases the elemental foods will take the place of foods that are a secondary product. The thirteen bushels of corn that are represented in a hundred pounds of pork possess far greater food value in the original than in the secondary form.

But I am yielding to the temptation to get away from the broad economic problem of food and into the details of how it will work out. The fact which the world faces is a renewal of the pressure of population upon food, the result of the working of unchangeable natural law suddenly intensified by conditions for which man himself is responsible. The unrest manifested in a multitude of forms and gripping every quarter of the world today has its origin in a subconscious realization that our daily bread is not assured. Out of the fog one thing stands clear: The golden age of ample food for a minimum of effort has passed, and the men whose labor feeds the world henceforth are to receive in exchange products of industrial labor that represent an equivalent of human effort.

In conclusion Mr. Snow said that he supposed the dealers were more interested in the immediate situation than in the distant future. It is difficult to get a clear view at close range, but some features stand out.

All of western Europe, Mr. Snow continued, comprising 250,000,000 people, have always been more or less dependent on us for food, but it is worse now. The destruction wrought by the war has been not only material, but moral, social ties are loosened and stability has disappeared. In the matter of wheat, without considering Russia, Europe must have 600,000,000 bushels more than they can raise during the next crop year. This 50,000,000 bushels per month is the minimum amount which will prevent bread riots. Europe has not been getting it since January 1, and the bread situation today is worse than it was at any time during the war.

England has raised the flour extraction which millers must get from their wheat; the regulations in France are even more drastic; Italy is on bread rations; and conditions in the Central Empires are worst of all. Mr. Snow said he called this to attention, not to emphasize his own belief that the level of food prices was permanently raised, but to show that the things which were important to Europe were important to us, for we could not help but feel the effect of any social turmoil which arose in those countries.

To offset this situation, if we have a carryover of 150,000,000 bushels on this crop and a surplus of 150,000,000 on the coming crop it will be the extent of aid which we can render under conditions of normal consumption. Australia has asked Great

Britain to forego demanding the wheat which has been purchased in that country, and New South Wales has passed a resolution to not permit the balance of the bought wheat to leave the country. Argentine is seriously discussing an embargo on wheat and India has already forbidden the export of its surplus. In short the world's bread supply is at a critical period. But he expressed his faith that the American people would not hesitate to skimp on the use of wheat to save the world.

ADDRESS OF SECRETARY CHARLES QUINN

Charles Quinn, secretary of the National Association, addressed the convention on the activities of that organization. In respect to the car situation he said that the railroads were short 250,000 cars,



S. L. RICE, H. I. BALDWIN, A. W. CUTLER

and that if all the car shops in the country produced to their limit, with the normal depreciation it would take five years to catch up.

He said that a committee has gone before the Interstate Commerce Commission and asked Commissioner Clark to give essential products preference in the distribution of cars, but were told that it could not be done. This, he said, was a National



J. A. WARING AND JOS. WILD

problem which would not right itself next week nor next year, and all interests must co-operate in making the best of a bad situation.

He told of the victory the trade had had in the decision by the Interstate Commerce Commission on loss and damage claims. In this decision the Commission has laid down what you must do to install scales properly. If the scale is properly installed and regularly inspected the railroads cannot refuse to accept a claim.

The question as to how claims should be settled is now before the Commission, he stated. The bill of lading bases the settlement of claims on the invoice value, but the courts have held that replacement value should govern. In some cases the railroads have refused this ruling and the matter is before the Commission for permanent settlement.

Mr. Quinn pointed out that when the roads were

taken over by the Government and put under the control of railroad executives they took advantage of their power and put over things they would not have dared to do under private control. Among these were the ruling in respect to the maintenance of side tracks and the terms of railroad leases in which all responsibility is put upon the lessee.

He called attention to the book of arbitration decisions which was soon to be issued, and in closing complimented President Horner on his address and stated that the problem of the socialistic tendency of government was the most important thing before the people today.

ERADICATION OF BLACK RUST

Mr. Glynn, who is the head of the Government field work in Illinois for the eradication of black stem rust, made a brief appeal for co-operation in the destruction of the barberry bush which serves as host for rust during certain stages. He stated that the work was being done in 13 states; that 3,000,000 bushes have already been located and 90 per cent of them destroyed. He asked every dealer to get behind the movement.

H. A. Hillmer of Freeport, gave a brief report for the Arbitration Committee. Only one case came before the Committee; it was decided in favor of the plaintiff, but was appealed to the Executive Committee who upheld the original decision. In former reports, Mr. Hillmer stated, an appeal had always been made for dealers to study the trade rules, and he concluded they must have been doing it as there were so few disputes.

E. M. Wayne of Delavan, reported for the Executive Committee as follows:

REPORT OF EXECUTIVE COMMITTEE

THE Executive Committee has not been called upon the past year to discipline any of its members on account of their refusal to abide by the rules and by-laws of the Association.

Only one case from the Arbitration Committee has been appealed to this Committee for a final decision and in that case the Executive Committee confirmed the decision of the Arbitration Committee.

I can not refrain from again calling your attention to the good work of your president and secretary the past year. I wish especially to refer to their activity and success in securing official instruction from the Grain Corporation (through Mr. Bert Lang) as to how the 1919 wheat crop could be handled. This information prevented a recurrence of the 1918 refunding that so many of our members recall and it also assisted materially in preventing similar action in some of our neighbor states, when one of the Government Zone men put another interpretation upon the law.

The treasurer's report indicates a very substantial balance which is gratifying as such an organization can not properly perform its function if it does not have sufficient funds at its command. One of the potential reasons for the strength of your organization has been due to the fact that its members have always responded most liberally when called upon for assistance.

The readjustment period is approaching and it behooves every one to be extremely careful in the management of his affairs so that when the present prices of farm products will become somewhere near normal one will not look back with regrets and wonder why he had not been more conservative. Are you going to be one of those unfortunate individuals who persists in ignoring present unsettled business conditions? I hope not.

Henry A. Rumsey of Chicago, reported for the Traffic Committee that nothing had been referred to that Committee during the year, but that it was working with the committee of the National Association and with a similar committee in Chicago to relieve the present conditions.

A. P. Shantz of Lexington, reported for the Claims Committee, as follows:

REPORT OF CLAIMS COMMITTEE

The Claims Bureau, during the fiscal year ending May 1, 1920, received 428 claims, amounting to \$24,818.92. Of these 310 claims, amounting to \$14,919.90, have been collected.

This Bureau is not only handling the claims of members with expedition and satisfaction, despite extremely adverse conditions, but is also fighting the shippers' fight every day in the year for better conditions in the matter of railroad claims. The Claims Bureau is dependent upon the fee of 10 per cent collected on claims paid by the railroads, and if all the members would make use of our Bureau it would greatly add to its efficiency and we would be better able to combat the problems that assail the shipper when he attempts to collect his loss and damage claims.

Another thing, some shippers use us as a last resort, filing all easily collected claims themselves and

sending us the ones which are almost impossible to collect. This is hardly fair, as we, of course, make no charge for filing claims, except upon their collection. Let us all take advantage of this department the coming year. The secretary will forward all necessary forms upon request without charge.

MEMBERSHIP COMMITTEE REPORT

B. L. Christy of Viola, reported for the Membership Committee that the state had been divided into 10 districts with a chairman in each district and



that he had hoped that they would do the work. Some had worked hard, and he paid special tribute to C. E. Graves of Weston and Arthur Carter of Chicago for the splendid and successful efforts they had put forth during the year. He stated that, with the best will in the world, no one man nor committee of men could make an association, and that each

man should consider himself a committee of one and take a share of the responsibility of the work. He stated that over 80 new members had been taken in during the year.

A GENERAL DISCUSSION

In response to an invitation from the Chair for a general discussion, a dealer asked how it was possible to secure the proper rate to any point. He stated that he had recently made three shipments to certain points and in each case had received bills for additional charges after some time.

Mr. Rumsey suggested that if the rate to any terminal market was desired, the dealer could call up some receiver in that market who, with the help of the traffic department that every market supported, could give him the rate from any point.

B. P. Hill asked how long a road had to present its claim for additional freight charges, and the answer was given that there was no limit.

E. M. Wayne told briefly of the meeting at Washington on May 3 at which Mr. Shorthill presided. He said that Mr. Harding, head of the Federal Reserve Bank, stated that no matter what took place, the

Commission had appointed Col. Franklin S. Robbins as the head of its Bureau of Service, and that he would make the distribution of cars.

A shipper asked what method of distribution of cars was made as between shippers at stations.

President Horner answered that the method known as the Dakota plan was used, based on the amount of grain on hand in the various elevators and their facilities for loading.

A further discussion of the question ensued and Mr. Hannah suggested that shippers should let Mr. Robbins of the Bureau of Service know their wants.

Mr. Horner read a telegram from J. H. McCune of Ipava, regretting his inability to be present and requesting that his resignation from the Board of Directors be accepted. Mr. Horner explained that Mr. McCune had sold out his grain interests and was now devoting himself to lumber.

Mr. Radford moved and Mr. Metcalf seconded the motion that Mr. McCune's resignation be accepted with the regret of the Association. The motion prevailed.

WEDNESDAY MORNING SESSION

The Wednesday morning session was opened by President Horner who introduced Prof. Hieronymus of the University of Illinois, who made a short appeal to the grain dealers to back the effort which the University proposes to make in the fall for county community conferences looking to the development and the betterment in all its phases of the various communities of the state. He stated that in a democracy the community is the unit and before the state as a whole can be better the units must be perfected.

ADDRESS OF HON. HARRY B. MILLER

Hon. Harry B. Miller, prosecuting attorney for Chicago, made a short address on the Red Cross. He explained that he was not connected with the Red Cross in any way but that his interest in the organization had prompted him to offer his services whenever occasion demanded, and that he appreciated the opportunity to appear before the grain dealers for an organization which had done so much during the war and was doing but little less in times of peace. In every community, he explained, the Red Cross was conducting schools for nurses

and educated, where feasible, and constrained, where necessary, to the conservation of food. To this end the Food Control Bill was introduced in Congress. The broad powers, the almost despotic authority sought to be conferred by this Bill naturally caused considerable apprehension and some misunderstanding. While this Bill was pending, and for the purpose of reassuring the people of this country whose representatives were being asked to vote such unlimited powers as were sought to be conferred the President issued a statement, dated Washington, May 19, four paragraphs of which read as follows:

The objects sought to be served by the Legislation ask for are: The prevention of all unwarranted hoarding of every kind and the control of foodstuffs by persons who are not in any legitimate sense producers, dealers or traders;

Although it is absolutely necessary that unquestionable power shall be placed in my hands in order to insure the success of this administration of the food supplies of the country, I am confident that the exercise of those powers will be necessary only in a few cases where some small and selfish minority proves unwilling to put the Nation's interest above personal advantage.

The successful conduct of the projected Food Administration by such means will be the finest possible demonstration of the willingness, the ability and the efficiency of democracy, and of its justified reliance upon the freedom of individual initiative.

It is of vital interest and importance to every man who produces food and to every man who takes part in its distribution that these policies thus liberally administered should succeed and succeed altogether. It is only in that way that we can prove it to be absolutely unnecessary to resort to the rigorous and drastic measures which have proved to be necessary in some of the European countries.

This statement from the President was reassuring to the producer and the dealers and distributors. The only one sought to be warned, restrained or controlled was the hoarder, the speculator, the exploiter. The regular channels of trade were encouraged to perform their natural and normal functions. Indeed their willingness and ability to do it was as the President said a test of the efficiency of Democracy—and only the satisfactory meeting of this test would justify reliance upon the freedom of individual initiative.

The very terms of the Bill gave such wide discretionary powers to the Food Administration that Mr. Hoover, who had volunteered his services which had been accepted by the President effective upon the passage of the Food Control Bill, also considered it advisable to issue a statement in connection with that of the President's, one paragraph of which reads:

It has been the experience of all European food control that results can be best accomplished by acting through or by regulation of the ordinary distributing agencies in the community, placing such restrictions which will cause a minimum sacrifice on the part of the legitimate distributors, and will eliminate broad national waste, unnecessary hoarding, and the sheer speculator in food stuffs. With the good will of distributing community it is possible to do this without disruption of the essential commerce of the country.

These statements by the President and his appointee showing a unanimity of opinion that the regular channels of trade should be encouraged and trusted to function there was no justification for any hesitancy on the part of those so engaged to proceed—on the contrary it would have been unpatriotic for them to have failed or refused to do so. Now then, this Bill was pending in Congress from April until August. During the pendency of this Bill the 1917 wheat crop was making its last lap in its race of production and as each day passed the crop prospect dwindled. Mr. Hoover, who was posted on the needs of Europe was urging food conservation on the people of this country. He was telling us that there was a shortage of 400,000,000 bushels of bread grains. We knew the wheat supplies of this country from the 1916 crop were nearing exhaustion, that there were less than 6,000,000 bushels of wheat at the principal points of accumulation on July 1. With this condition of supply and demand confronting the country there were circulated newspaper stories and opinions entertained by dealers that the price of wheat might be fixed. When this idea was circulated everyone in the grain trade became alarmed. Those who owned old crop wheat and those who intended transmitting the new crop wheat into the channels of trade sought to ascertain if there was any purpose of putting a fixed price on wheat. The Bill pending in Congress for so long gave no such power. But the Bill had not yet passed and no one knew just what powers would be assumed under that Bill or how its provisions would be construed or administered. Mr. Hoover having already stationed himself in Washington, having already selected his assistants, having already indicated his willingness to define and elucidate the functions of the proposed Food Administration was appealed to advise what would be his action relative to price fixing. The 1917 wheat crop was moving, commencing July 1 in Texas and, with uniformly favorable weather, the movement spreading rapidly over Oklahoma, Kansas, Nebraska, Missouri and Illinois. From the very inception of the new crop movement the market was advancing. It was seeking its proper price level, on basis of world conditions, through the law of supply and demand. There was a conviction in the public mind caused by the terms of the pending Food Control Bill, by the encouraging utterances of the President and Mr. Hoover, that no price fixing was contemplated. Naturally, therefore, the market being a free and open one, it advanced. Again, in answer to urgent and



HERE ARE FOUR OF PEORIA'S FINEST
S. C. Grier, H. A. Miller, Capt. W. H. Dewey, Major G. M. Miles

the Federal Reserve Bank intended to finance the necessities of life, food, fuel, clothing and livestock.

Mr. Wayne said that the request was made to increase the railroad revolving fund from \$30,000,000 to \$600,000,000 or more. The Senate seemed willing but the House was not.

A request was also made to see to a proper distribution of cars and it was pointed out that the Eastern roads had 125 per cent of their equipment and the Western roads only 75 per cent.

The seriousness of the situation was shown in the fact that the Pennsylvania Railroad in making a loan had to pay 7 per cent interest, 1 per cent commission, and sold its bonds at 97. He said new cars in any quantity could not be expected for a number of years and that everyone should be extremely cautious.

Mr. Quinn stated that the Interstate Commerce

to fight sickness of all kinds and to combat the evils of ignorance and poverty. He made a strong appeal to the dealers to lend their influence when it was asked.

ADDRESS OF BEN E. CLEMENT

President Horner introduced Ben E. Clement, president of the Texas Grain Dealers Association, who made the following address:

WHEN, in April, 1917, constrained by unspeakable crimes against humanity, and because of murderous assaults upon our citizens on the high seas and the destruction of the property and invasion of the rights of our countrymen by the Imperial German Government, our Government declared war on the Kaiser, one of the first things brought to the urgent attention of our Government by our Allies was their pressing need for food. In preparation for the task of feeding our Allies our Government set about the construction of an agency through which our countrymen might be encouraged,

insistent requests for information as to probable attitude of the Food Administrator, under the terms of the Food Control Act, then pending, Mr. Hoover on July 10 said: (and this statement was circulated over the United States by the Associated Press)

"It is not the intention of the Food Administration to fix the price of wheat, nor is it expected it will have any such power."

With this assurance coming from the highest authority could the grain dealer have any other thought than that he could safely proceed with his business? Would he have been justified in a refusal to handle the crop? I know you will answer he would not. Then if he handled the crop wasn't he compelled to do so on the basis of the market? He would have been recreant to his duty as a grain dealer and more so as a citizen if he had failed or refused to have functioned at that time. He did function and he functioned on the basis of the value fixed by the law supply and demand. This law of supply and demand had free course and it had free course because there was no evidence that it would be restricted, because the only man who could know that there was going to be an attempt to fix the price of wheat had denied that there was any purpose or intention or power to do so. There was imperative national and international need for the proper functioning of the grain dealer. He had the elevators and business machinery and trained men and minds for this important and necessary task. He had the encouragement of those in the highest authority in the councils of the nation, and as patriotic business men they had the approval of their own consciences. Suddenly there was a change, a mysterious and unexpected change, on the part of those in authority relative to wheat values. The price was fixed. Can anyone claim that the grain dealer, functioning under such circumstances, should have sustained losses? There is a glaring difference between losses sustained by market fluctuation in an open and free market and losses sustained by the arbitrary fixing of a price. The one is caused by fluctuation—the other by confiscation. The one voluntary, the other arbitrary. The first hazard is fundamentally right, the other fundamentally wrong. Gentlemen, I would not be addressing this convention today if this was a question of dollars and cents alone. It is a higher question than that. When this wrong was perpetrated on the grain dealers of this country, I did not protest, but I firmly resolved that as soon as the war was over I would exert myself to the uttermost to have this wrong undone. Positively no other class of business men in this country had their business interfered with to the extent, so continuously or over such a length of time as the grain dealer and there is not one of us, having any courage at all, who will not say that we did not like it. There is not one of us who will not say that we hate a business dictatorship, just like we would resent a political dictatorship. But let it be said to the everlasting honor of the grain trade that we yielded gracefully and unanimously from beginning to the end to every requirement of those in authority, impelled as we were by a lofty sense of patriotism and an undying love for our country.

In line with my conviction that the grain dealers should have reparation, last year I introduced a resolution at the annual convention of the Panhandle Grain Dealers Association of Texas calling upon the Government for protection and reimbursement of those who lost by the price fixing policy of the Government. That resolution was unanimously adopted. I introduced a similar resolution at the annual convention of the Texas Grain Dealers Association. It was unanimously adopted and I was selected by that convention as chairman of a committee of seven, to be appointed by me, for the purpose of assembling the claims of the grain dealers of our state and presenting them to the Congress of the United States, so that relief might be provided by them. We knew these unjust losses were not confined to Texas and our Committee got in touch with Oklahoma, Kansas, Missouri and Illinois. There is now working in harmony a joint committee, of which I have the honor to be chairman, representing the five states, presenting the cause of the grain dealers to Congress of the United States. Now, my friends, I want to present to you the cause of the grain dealers. If the grain dealer has any doubt of the justice of his demands he ought not ask consideration of others. When the proposition of Food Control was first brought to the attention of Congress I realized its dangers and I watched the course and tendency of the then pending food control legislation. There was not one line of that Bill that even suggested that power was to be given, or lawful authority granted for the fixing of the price of wheat. Yet there were so many guesses being hazarded that there was the possibility of such being done that all who engaged the business watched with keenest interest the terms of the Bill, amendments offered and the illuminating statements of congressional debate. In no line of the Bill, in no word of debate was there evidence of such intention or purpose. Mr. Hoover, who had already been selected by the President as the Food Administrator, had expressly and unequivocally stated as late as July 10 that there was no intention to fix the price of wheat and that no such power was sought to be conferred by the Bill then pending in Congress. I am one of those who believe that public officials should keep

faith with their countrymen. We have a right to believe what they say and they have no right to deceive us. For my part I doubted the wisdom of fixing the price of wheat. I believed it would be unlawful to do so, and I knew it would be unjust to do it. I believed it to be unwise because price fixing had never been successful. All recorded history teaches its fallacy and judgment convinces us that the kaleidoscopic changes of the factors that go to make values make fixed values impractical and illusory. I believed it to be unlawful because by the terms of the Food Control Bill no such power was conferred. I knew it to be unjust because its effect



WALTER M. BROWNE, S. H. NEIMAN, E. E. BUXTON

was to bankrupt a number of grain dealers and gave authority for taking from all dealers and farmers of this country their wheat at less than its value. This act of our Government was discriminatory and confiscatory. It was discriminatory because it treated no other class of its citizens in this manner with respect to their property. It was confiscatory because the Government took from its citizens their property at less than its value. No loyal patriotic citizen in time of war would object to his Government taking all of his property and wealth if it became necessary for his country's protection. Even then he would ex-



R. J. S. CARTER, J. H. MAYHEW

pect his Government to treat all its citizens alike, that it would not confiscate the property of one and hold inviolate the property of another.

Some have insinuated that the grain dealers and farmers should not ask the Government to reimburse them for their losses, intimating it would not be patriotic. Gentlemen of the convention, if I doubted my patriotism I would have no faith in my religion. This question is a higher one than dollars and cents. It is a question of justice. I hold it to be a better test of patriotism to hold our Government to the justice to which it proclaims its allegiance than it would be to suffer in silence and without protest injustice at its hands. Only a false sense of patriotism would strain us to do that. Injustice by the Government toward its citizens is as reprehensible as an offense of the citizen against the state. The humblest citizen in this land owes it to himself and his country to use his influence and effort to hold our Government true to its ideals. Our Government was under no necessity for adopting confiscatory measures against its citizens. Why, it did not confiscate the property of its alien enemies! It should not have confiscated the

property of its loyal citizens. Our Government in the exercise of its taxing power did, and should have exacted, as evenly distributed as possible, contributions from its citizens for the prosecution of the war. This means was fair alike to all. The grain dealer, the farmer, and all classes of our citizens participated in payment of war cost through taxation, but the grain dealer and farmer were compelled through war measures which were discriminatory and confiscatory to contribute more than their share and in a manner not exacted of all other classes of citizens of our country. Herein lies the injustice which they suffered. Contrast if you will the difference between our Government treated the farmer and the grain dealer and all other classes of its citizens where it dealt with them respecting their property and their rights.

Through the exigencies of war the Government was compelled to have cantonments scattered over the country. Did it confiscate the land required for that purpose? No sir. The Government leased the land or bought and paid full value for it and where leased, upon turning the land back to its owners, sent commissions to estimate and agree upon the damage done and paid for such damage. In constructing those cantonments did the Government confiscate the lumber and material required? No sir. It paid the full market value for all lumber and materials and the labor employed was paid three times the amount they were then receiving in industrial pursuits.

Through the exigencies of war it was necessary for our Government to make contracts for stupendous quantities of war materials, guns and ammunition. In doing so did our Government require the manufacturers to furnish same at cost, or less? No sir. They paid stupendous profits and when the armistice was signed it was necessary to cancel those contracts and the manufacturers and contractors were compensated for their losses and even paid their contemplated profits.

Through the exigencies of war it was necessary for our Government to take over and operate a number of factories. In doing so did our Government require their owners to furnish them free or at a loss? Not at all. The owners were paid full value and where changes were made in the machinery or equipment of those factories the owners were fully compensated and in addition thereto there was provided a method for hearing and determining whether compensation offered by the Government was adequate if the owners of property were dissatisfied with settlements tendered by the Government.

Through the exigencies of war it was thought necessary for the Government to take over the railroads. In doing so the Government guaranteed dividends to owners, and when through with the railroads returned them to their owners with additional guarantees.

Through the exigencies of war it was decided to take all the wool from the wool growers. Our Government did so, and there is now pending in Congress a bill providing additional compensation for that wool.

Through the exigencies of war it was thought necessary to create the Food Administration. From an economic standpoint it proved a wonderful success for it appealed to the patriotism of the American people to save and what we saved we sold, and that practice on the part of a nation is wise and profitable the same as in an individual. My objection to the Food Administration was that they had at its head a would-be Englishman, and I love Englishmen, but I, like our forefathers, don't want them to rule over us either in war or in peace.

When the Food Administration began to function the first thing it did was to create a Milling Division and by its licensing system controlled the mills who were to receive a profit of 25 cents per barrel above cost. When this Milling Division began to function they found the mills in the Southwest, and I suspect all over the country, in possession of high priced wheat. Did they require the mills to mill their wheat basis the fair price as cost? No sir, they allowed them 30 to 60 days in which to grind that wheat basis actual cost plus 25 cents per barrel profit. Some of the mills in the Southwest had more wheat than they could grind within the 60 days. Some were compelled to ship their surplus on which they too sustained heavy losses. Others were permitted to keep and grind all they had. There was no uniformity in the application or enforcement of the rules. Contrast the difference between the treatment accorded the mills by the Milling Division with the treatment accorded the grain dealers by the Food Administration Grain Corporation. Our wheat was taken away from us at 60 cents per bushel less than it cost us while the miller, who bought in the same circumstances as the grain dealer, was permitted to grind his wheat out on basis of his high cost plus 25 cents per barrel profit.

When we presented these facts to the Agricultural Committee of the House of Representatives at Washington one of the Congressmen who knew the facts stated that the Milling Division so administered the Act as to permit the mills to make \$2 per barrel rather than 25 cents per barrel and then audited the books of the mills and only took 5 to 10 per cent of these extra earnings away from them. I cite these facts not in criticism or prejudice to the mills but to show

the discrimination practiced against the grain dealer by and through the same agency created by law to function for us all. Contrast, if you will, the difference between the action of the British Government and our own. The British Government was purchasing wheat and flour at high prices and was selling flour and bread to its subjects at less than cost, the Government absorbing the loss. Our Government provided an agency by which the wheat could be taken from the grain dealer at less than cost and from the farmer at less than its value with no provision for reimbursement of either. Our mills were grinding this wheat at enormous profits while many grain dealers were going into bankruptcy. I am glad that the consuming sections of the East profited by the lower price, but I cannot see the justice or the wisdom—there was none—in taking the wheat from the farmers and grain dealers of this country at less than value and selling it to the British and Allied Governments on that basis, thus saving foreign treasuries while bankrupting American citizens and forcing unequal contributions to war costs on the producers of this country.

It must be apparent to all that justice being one of the fundamental principles of this Government it behooves every citizen to strive for its accomplishment and to do all within the power of each that all may share in its blessings. If we single out one set of our citizens and levy special tribute upon them with the attempted justification that it's for the common good how long will it be before, this thought pursued, we would have such an invasion of private property that the insecurity and instability engendered thereby would wreck this nation? The assurance of the enjoyment of the fruits of our toil, free and unhampered exercise of individual initiative, with the com-

they could. The Tincher Bill, which covers compensation for wheat losses, has been introduced and he assured the dealers that the Committee on Agriculture would report the Bill favorably. But, he added, at the present session there was little prospect of the Bill being passed as an election was coming on and members of Congress were unwilling to commit themselves to any further expenditure on behalf of the Government.

He spoke of the railroad situation and of the serious condition the roads were in on account of their inability to finance improvements. If the railroads are to have new cars, and terminal facilities they must have money and to get money they must have credit. Years ago railroads were considered a desirable source of investment and could borrow money at a low rate, but now they have to go into the open market and pay exorbitant interest and premiums to get any relief. This condition has been brought about because the Interstate Commerce Commission had listened to various associations, including the grain dealers, who objected to increasing freight rates. He warned the dealers that they must expect to pay much higher freight rates. The only alternative was Government ownership and he believed that nobody wanted that.

Mr. McKinley stated that grain dealers were under the impression that they were the only ones

made to have the understanding that the grain dealers have.

Referring to the Transportation Act of 1920, Mr. Cameron stated that there was one feature which he has not been able to understand and that is why a limit was placed on the income of the railroads when they have to pay 7½ per cent for money that they borrow and when no other industry is limited in its income. If the railroads of the country should fail, other businesses would inevitably follow them into insolvency. Without transportation our trading would be limited to the immediate neighborhood. The great resources of the country would be useless and agriculture would be reduced to its primitive condition. The country at large could never have obtained its present degree of development without the railroads.

He said that it was stated that the railroads were on trial. He did not know if this were true, but he said that if it were and if the transportation systems are taken from their owners and operated under some socialistic plan then it would naturally follow that other free industries would also be taken. This country cannot be half free and half socialist.

If the railroads are to continue to handle the same volume of traffic as they have in the past it would be necessary for them to have greater revenue. This refers to operative expense and has no relation to the cost of new equipment. To the shipper, who does not come into close contact with all phases of the railroad business, cars seem the most essential thing to be provided at this time. But terminal facilities are also important. You would be surprised to learn, he said, that 75 per cent of the time freight cars are standing still under normal operation. This is largely due to congested condition of the terminals which must be corrected. But even before this is accomplished all shippers must share the responsibility and load and unload as quickly as possible.

It is estimated that at the minimum 200,000 new cars are required. Even if the railroads had the money it would require many months to get them and the higher the rate of interest which the railroads are required to pay for loans the less number of cars they will be able to buy. He stated that he had attended a hearing before the Interstate Commerce Commission the Monday preceding, relative to the present minimum capacity for feedingstuffs. The present minimum for grain and grain products is 60,000 pounds. Some of the shippers at the conference wanted a 40,000-pound minimum; others wanted a 24,000-pound minimum but in justice to the people of the country as a whole we must use cars to their maximum capacity. The interests of the few must give way to the many. Mr. Cameron ended with a statement that he believed a way would be found out if all would do their best and that with co-operation we could work out of the trouble.

WEDNESDAY AFTERNOON SESSION

After the excellent luncheon provided by Decatur dealers at the Y. M. C. A. Building, the afternoon session was called to order and the Nominations Committee report was read by B. P. Hill. This report was accepted and the following officers were declared elected: President, Fred G. Horner, Lawrenceville; first vice-president, E. E. Schultz, Beardstown; second vice-president, B. L. Christy, Viola; treasurer, W. W. Porterfield, Murdock; directors, C. E. Graves, Weston; L. M. Walker, Ridgeville; A. C. Koch, Breese; A. E. McKenzie, Taylorville; Lee W. Railsbach, Weldon; and E. E. Hamman, Gibson City, to fill the unexpired term of J. H. McCune, whose resignation had been accepted in the morning with regret.

The Resolutions Committee report was presented by Lee G. Metcalf and adopted as follows:

RESOLUTIONS

Reimbursement for Losses in 1917

Whereas, in the year 1917 a price fixing policy was instituted by the United States Government respecting the wheat crop of that year, and

Whereas, this policy was not inaugurated until the wheat crop had begun to move, and

Whereas, during the movement of the crop, up until the price was fixed, there was a free and open



CAIRO POSES FOR THE CAMERA
Cairo Delegates Were Proud of Their New Board of Trade

petitive system through which the clash of wits, and aggressive exercise of all our physical and mental faculties, finding free expression, have builded on this continent the greatest nation on earth. It must and will endure, not by socialistic or paternalistic practices but by an enduring regard for the principle of equal rights to all and special privileges to none. Let us therefore resolve to give our best efforts, our encouragement and approval to the proposition that those who have been discriminated against and whose property has been required of them without due and proper compensation shall be reimbursed as much to hold our Government true to its principles as for the purpose of doing justice to those who have suffered. To do so is to maintain the fountain of justice from which spring the enduring draughts that will sustain this nation for all time.

ADDRESS OF HON. WM. B. McKINLEY

President Horner introduced Hon. Wm. B. McKinley, Representative from the Nineteenth Illinois Congressional District, who made a short but very enjoyable address. He started by correcting a statement of Mr. Clement, who had said that Herbert Hoover was an "active" candidate for the presidency. He called attention to the fact that a primary had been held in California the week before. He continued, however, by saying that Mr. Hoover was a big man and would make a fine candidate for president of the world, but that at this time perhaps a president for the American people would be more desirable.

Speaking of the losses suffered by the grain dealers on the fixation of the wheat price in 1917, Mr. McKinley stated that he was a member of the Committee on Agriculture and was strongly in favor of paying the losses which the dealers suffered, just as the ship building and munitions contracts were paid. He stated that in these matters of adjustment the Administration had been as fair as

who had any troubles, but he wanted to take this opportunity to tell of some of the troubles of the Congressman. Congressmen are elected every two years and in every case they try to do what they believe the people of their districts wish them to. Too often they have no means of finding out and only hear objections after a bill is passed. Many of the objections made, referred to the matter of appropriations, but to make proper appropriations was not an easy task under the present system. In 1915, he stated, it cost \$880,000,000 to run the Government. This year the preliminary estimate was for \$6,000,000,000 but it will probably be cut down to \$4,400,000,000. We went into the war with a \$1,000,000,000 debt and spent \$32,000,000,000 for war preparation and in loans to our Allies. We are now in the position of a man with an \$8,000 property which is mortgaged for \$1,000 that has to be paid in taxes. In the banks there is \$3,000,000,000 in floating debt which the Government does not care to put in long term securities for fear of further depressing the market value of Liberty Bonds. The financial condition is holding up the Soldiers' Bonus Bill. Mr. McKinley stated that he believed that the soldiers should receive some additional compensation for the sacrifices they made, but that no scheme of raising the money had so far been agreed upon, as it would take in the neighborhood of \$2,000,000,000, and this might prejudice the passing of the bill.

ADDRESS OF C. C. CAMERON

Mr. Horner introduced C. C. Cameron, general freight agent for the Illinois Central Railroad at Chicago. Mr. Cameron said that there was much to be said on the transportation situation and much that must be said if the average citizen shall be

market which established the value of wheat at a level much in excess of the fixed price, and

Whereas, the fixing of the price at less than the market value was to that extent discriminating and and confiscatory, resulting in unwarranted and unjustifiable losses on the part of the grain dealers of this country, and forcing unequal contributions to war costs from the producers, and

Whereas, there is now pending in Congress H. R. 13481 and S. 4196, providing protection and reimbursement for both the producers and grain dealers, therefore, be it

Resolved, by the Illinois Grain Dealers Association, in convention assembled at Decatur, Ill., May 11, 1920, that we urge upon the Congressmen and Senators from this state their consideration and support of these bills, and that they do all in their power to accomplish their early and final passage.

Resolved, further, that a copy of this resolution be forwarded by the secretary to each Senator and Congressman.

The 30-Inch Loading Rule

Whereas, the Consolidation Classification Committee has proposed a change in the minimum car load for grain from 30 inches to 24 inches at the side wall of the car, and

Whereas, practical experience has shown that a representative sample of the grain contained in a car cannot be secured in a space of less than 30 inches from the top of the grain to the roof of the car.

Resolved, by the Illinois Grain Dealers Association in convention assembled at Decatur, Ill., on May 11, that we are opposed to any change in present loading minimum of 30 inches.

Condemning Bureaucratic Government

Resolved, by the Illinois Grain Dealers Association in convention assembled at Decatur on May 11, 1920, that we deprecate and deplore the tendency of the Federal Government to regulate business through bureaus and commissions. This can only lead to curtailing liberty of action and the personal initiative of the people in their business activities. Legislation of this kind is based on a false principle of Government, and is finding its expression in various phases of state socialism. It is at war with the traditions, customs and habits of the American people, and is the first step toward the subversion which has made this a great nation.

Resolved, that a copy of this resolution be sent to the President of the United States and each member of Congress.

On Railroad Betterment

Resolved, that we, the Illinois Grain Dealers Association, in convention assembled at Decatur, Illinois, May 11, 1920, do endorse and second the request made by the conference of shipper representatives held at Washington, May 3, with the Interstate Commerce Commission, and the Commerce Committee of the House and Senate, to-wit:

First, that Congress increase the present revolving fund of \$300,000,000 to \$600,000,000, to be expended only for the construction of cars and motive power.

Second, that the Interstate Commerce Commission exercise its power under the Cummins-Esch Act to order the carriers to distribute box cars to those sections of the country where needed for the immediate movement of grain.

Third, that the Interstate Commerce Commission direct all Eastern roads to return all box cars owned in the West to the owner roads, so that they may be used for the immediate movement of grain. By doing this, the danger of loss to grain dealers is lessened, the high cost of living is reduced, and the pressure on the banks for credit facilities, which facilities are now nearing the exhaustion point, will be relieved.

Resolved, that a copy of this resolution be sent to the members of the Interstate Commerce Commission.

On Future Delivery

Whereas, there is now pending in Congress a Bill known as H. R. 13874, the purport of which in Section 704 is to place a tax of 2 cents on each \$10 value of all sales of grain and produce for future delivery; and

Whereas, it is a recognized fact that the trading in grain for future delivery on the grain exchanges of this country is a necessary and important factor in marketing and financing the cereal crops from the farms to the consumer at the smallest possible expense; and

Whereas, all transactions for future delivery of grain are now paying a liberal tax, and any increase would work a great injury, both to the producer and the country grain dealer, therefore

Be It Resolved, that we, the Illinois Grain Dealers Association, in convention assembled at Decatur, Il-

linois, on May 11, 1920, hereby protest most vigorously against the passage of Section 704 in H. R. 13874, and request and urge that every member of this Association write to his Congressmen a vigorous protest against this section of the proposed Bill; also

Be It Resolved, that the secretary of this Association be requested to send a copy of this resolution to each of the United States Senators, and to the chairman of the Ways and Means Committee of the House of Representatives at Washington, and to the chairman of the Committee on Finance in the United States Senate.

Appreciation of Entertainment

Whereas, the grain dealers and citizens of Decatur have tendered the delegates attending this convention a most elaborate program of entertainment, be it

Resolved, that we extend to them a rising vote of thanks for their generous hospitality, and for the gracious manner in which they entertained the visiting ladies.

Resolved, that we extend to the Hon. C. M. Borchers, B. M. Snow, Hon. H. B. Miller, Charles Quinn, B. E. Clement, Hon. Wm. B. McKinley and C. C. Cameron our thanks for their addresses which contributed so much to the value and the pleasure of the meeting; and to President Horner and Secretary Culbertson the thanks of this Association for their untiring and efficient efforts during the past year.

On Waterways

Whereas, the people of the United States recognize that our commerce and traffic have very much outgrown our railroad facilities and that business will continue to expand as a result of increase in the production of our farms and industries, and

Whereas, our waterways afford the most practicable and inexpensive method of increasing these facilities

Therefore, be it resolved by the Illinois Grain Dealers Association that it endorse and pledge its support to all meritorious waterway improvements in this country and on the Great Lakes and that we express our appreciation of the interest the Government has manifested in this great work and urge cooperation in the future to the same extent as heretofore.

Resolved that the success of this project demands the earnest support of shippers in general, and we urge the people to encourage and cooperate therewith by providing terminal facilities commensurate with their traffic, and also contribute such tonnage as may be practicable.

Upon motion of L. G. Metcalf the convention was adjourned *sine die*.

DECATUR BREEZES

The Memphis market was represented by Walter M. Browne, L. C. Kavanaugh of National Brokerage Company and E. E. Buxton.

Those that didn't get a souvenir cigar lighter from the Bert A. Boyd Grain Company of Indian-

apolis, on any given rate per 100 pounds, in cents, on wheat and clover seed, corn, rye and flax seed, barley and Hungarian seed, or oats.

All elevator insurance matters at the meeting were referred to J. H. Blair representing the Millers National Insurance Company of Chicago.

C. D. Evans of the Illinois Seed Company of Chicago, Ill., had for distribution a Ready Refer-



HARRY TODD JUST RETURNED FROM CALIFORNIA

ence Book for comparison of prices between the cental system and bushel standard in the handling of grass seeds.

Among the machinery interests at the convention and looking after scale matters was H. J. Steidley representing the Howe Scale Company of Chicago, Ill.

Decatur welcomed the twenty-seventh annual convention of the Illinois Grain Dealers Association in the most cordial spirit imaginable. It was announced that keys were not needed to the city as the official badge opened all doors and was an order on the Entertainment Committee for all they had to offer. The program of entertainment included a luncheon to the ladies at the Country Club at noon Tuesday, a concert at the Conservatory of Music of the James Millikin University at 4 P. M.



SOME OF THE MAKERS OF THE INDIANAPOLIS GROWING MARKET

apolis, Ind., used one of the boxes of matches distributed by the "American Elevator and Grain Trade." Both were pronounced O. K.

J. L. Nelson, Decatur representative of J. M. Preston Company of Lansing, Mich., told all about the merits of Preston-Lansing Tile Grain Bins.

An eraser for mistakes was presented by Lew Hill, of Indianapolis, Ind., with the notation: "You make no mistake when you consign to Lew Hill Grain Company."

The Cleveland Grain Company of Indianapolis, Ind., presented a very useful souvenir in the form of tables showing how to find the freight per bushel

the same day and a theater party for all in the evening. There was also an elaborate luncheon served at the Y. M. C. A. Gymnasium at noon on Wednesday, but owing to the rain the visit to the A. E. Staley Manufacturing Company plant had to be abandoned. The theater on Tuesday evening was followed by a reception, musical program and dance at Orlando Hotel. H. I. Baldwin, as chairman of the Executive Committee, presided at this function. He delegated the speech making part to Lee G. Metcalf of Illiopolis who, as usual, measured up to a high standard of eloquence in true stories about his friends and in voicing the appreciation of the visiting grain men for Decatur's hospitality. After

a number of musical events, special dances, etc., had been given, the floor was cleared and there was dancing for young and old until late in the evening.

Something new—An Information Bureau presided over by C. P. Cline, T. E. Hamman and Frank Powell. Like the International News Service, they "knew all, saw all."

G. E. Lob, manager of the Guarantee Construction Company of Chicago, was in Decatur on matters relative to the pneumatic conveyor system and attended the convention.

Very great interest was shown in a working model of the New Carter Disc Separator exhibit in the hotel rotunda by R. J. S. Carter and J. H. Mayhew of the Carter-Mayhew Manufacturing Company, Minneapolis, Minn.

D. B. Noyes stopped selling O. W. Randolph Grain Drier Company's machine long enough to attend the convention. He said there was no let up on the demand for this drier.

G. D. Jones of Eastern Grain, Mill & Elevator Corporation represented the Buffalo market and S. L. Rice of Rice Grain Company represented Toledo at the convention.

Lee G. Metcalf when presiding at a social function can certainly say mean things about his friends, and the unrepentant old sinner wishes he could say things still meaner.

T. C. Taylor representing Seele Bros. Grain Company of St. Louis, Mo., has not missed an Illinois annual convention for no one knows when and is just as popular as ever at the meeting.

One of the workers at the meeting, looking after the comfort and entertainment of its guests was H. J. Kapp of H. I. Baldwin & Co. Mr. Kapp was ubiquitous in performing services, whatever that means.

Walter M. Browne of Memphis, Tenn., left the convention for a two week's trip to Kansas, Oklahoma and Texas to look over the red oats situation and take in some of the Southwestern grain conventions.

Ed. F. Jolidan of Langenberg Bros. Grain Company of St. Louis, Mo., presented a 6-inch rule to shippers which had as a motto thereon: "This is your rule but it's our rule to give you the best service."

The Union Iron Works of Decatur, manufacturers of the well known "Western" line of grain elevator machinery, were represented at the convention by Porter J. Millikin, H. Clay Dempsey and J. C. Stratton.

Harry Todd, manager of the cash grain department of Simons, Day & Co., of Chicago had just returned from a short vacation in California and was a bull on the climatic and pleasure possibilities of that country.

P. F. McAllister and H. G. Ballinger of the well-known grain elevator building firm of Ballinger & McAllister of Bloomington, Ill., left their construction activities long enough to pay respects to the first days meeting.

Genial H. A. Foss and jovial H. A. Schmitz represented the Chicago Board of Trade Weighing Department. No explanations were asked for as the department remains at its standard of correction and efficiency.

THE TERMINAL MARKET ATTENDANCE

St. Louis Delegation consisted of: A. H. Beardsley, Picker & Beardsley Commission Company; T. C. Taylor, Seele Bros., Grain Company; Frank Bubbs, Goffe & Carkner Company; S. L. Fisher, Ballard, Messmore Company; O. H. Schwartz, Turner Grain Company; H. Klosterman, Klosterman Patten Grain Company; Ed. H. Hunter, Hunter Grain Company; Ed. F. Jolidan, Langenberg Bros. Grain Company; John Dower, Supervisor of Weights, F. M. McClelland and Frank Osborne, F. M. McClelland & Co.; E. R. Van Buren, De Armond Grain Company; F. H. Barkley, Stokes, Barkley Grain Company; L. B. Morton, Morton & Co., H. T. Strawn, Nanson Commission Company; G. H. Blackman, Schultz & Niemeier Commission Company; Ed. Haselwinkle, J. L. Frederick Commission Company.

The Indianapolis Special brought some of the best dealers of that market, including: Bert A. Boyd, W. J. Mercer and R. B. McConnell, Bert A. Boyd Grain Company; B. K. Black and C. L. Leiss, McCordle-Black Company; Lew Hill and Chas. Werick, Lew Hill Grain Company; O. P. Larimore, Belt Ele-

vator & Feed Company; Carl D. Menzie and Fred Shelby, Carl D. Menzie Grain & Brokerage Company; William Goldberg, Goldberg Grain Company; William R. Evans, William R. Evans Grain Company; Warren K. Marmon, P. M. Gale Grain Company; E. K. Sheppard, Cleveland Grain Company; D. M. Cash and Jack Vernon, Urmston Grain Company; W. C. Hayward and Will Wilson, Hayward-Rich Grain Company; Claude Turner, National Elevator Company; C. William Maibucher and Chas. McEwan, Frank A. Witt; Bert F. Sloan, Kendrick & Sloan Company; F. G. Heinmiller, Heinmiller Grain Company.

There was the usual large representation of Chicago commission merchants. Those present from this market were: J. W. Radford and Gordon Hannah, Pope & Eckhardt Company; A. E. Wood and John A. Low, E. W. Bailey & Co.; John Weinand and H. L. Miller, E. F. Leland & Co., H. E. Tweeden, Taylor & Bourne Company; Wm. M. Hirschey, J. C. Schaffer & Co.; Jos. M. Creighton, Wegener Bros.; Henry Stambery, Rogers Grain Company; R. W. Carder, Hitch & Carder; B. W. Snow and R. J. Mansfield, Bartlett Frazier Company; Henry A. Rumsey and W. W. De Eolt, Rumsey & Company; T. E. Bennett and H. J. Mayer, C. H. Thayer & Company; Harry Todd and Edward Plagge, Simons, Day & Co.; R. H. Andrews, Phillip H. Schiffin & Co.; Jos. Wild, E. W. Wagner & Co.; B. L. Figeley, Hulburd, Warren & Chandler; Geo. E. Booth, Frank J. Dolan and William Tucker, Lamson Bros. & Co.; W. K. Mitchell, Harris, Winthrop & Co.; Chas. A. Shipley and R. L. Walsh, E. Lowitz & Co.; Jack DeCourcy, Gerstenberg & Co.; Edward Hymers, Jackson Bros. & Co.; Frank Kelley, Savers Grain Company; L. S. Hoyt, Carhart, Code, Harwood Company; A. J. Cameron, Gardiner B. Van Ness & Co.; B. F. Traxler, Nash, Wright Grain Company; Thos. Moran, J. S. Bache & Co.

Cairo came out of Egypt with W. S. Powell, chief inspector and weighmaster, O. B. Hastings, Samuel Hastings Company; Ira Hastings, Hastings, Stout & Co.; J. B. Gillespie, Jr., Halliday Elevator Company; E. G. Pink; W. G. Cunningham, Chas. Cunningham & Sons.

Peoria was neighborly: They sent over, Major Grant M. Miles, P. B. & C. C. Miles; W. H. Dewey, W. W. Dewey & Sons; Fred W. Mueller, Mueller Grain Company; H. E. Miller, Tyng Grain Company; J. A. Waring, S. C. Bartlett & Co.

Nashville came up with Thos. Newbill, Caswell E. Rose Company; S. S. Kerr; John C. Bennett, John C. Bennett & Co.

DURUM IN CANADA

A Winnipeg grain firm is credited with giving Canadian farmers the paradoxical advice: "Don't grow any more durum until more is grown." The point of the advice is quite apparent, however, and seems to be endorsed by Canadian agricultural authorities. In a note from the experimental farms the point is made that while practically all the durum varieties are more resistant to drought than ordinary varieties, and some of them show a great deal of resistance to rust, those facts do not mean that a good crop can be produced under unfavorable conditions. There are limitations even to durum in spite of what the enthusiasts would have us believe to the contrary.

And it is added that there is a wide variation in the bread-making qualities of flour made from different varieties. Kubanka is named as the best variety. The objections to the best varieties of durum wheat (the authority quoted proceeds to say) arise not only from the yellow color of the flour (a shade which is not fashionable at present), but to the extreme hardness of the kernels. Durum wheat in pure condition cannot be ground into flour by exactly the same system as ordinary wheat, and if the miller has to deal with a mixture of durum wheat, the problem presented is very troublesome. Naturally, the millers are averse to changing their methods and will not do so unless forced by a shortage of ordinary wheat and the presence on the market of considerable quantities of durum. "The yellow color of the flour is an objection the seriousness of which can be easily exaggerated. Provided, as in the case of Kubanka, the color is bright, it is hard to imagine that the public would long refuse to purchase the flour. The usual demand, however, is for white flour, even if it has to be bleached, and for yellow butter even if it has to be artificially colored. Of course the public is not very logical in setting these standards, but those who grow wheat for sale must bear in mind the wishes of the consumers."

THE World Trade Club of San Francisco is driving an active campaign for world standardization

of weights and measures based on the metric system. We imagine it would be difficult to change from bushels to kilos, but the most difficult part of it would be in making up our minds to the change.

NATIONAL TRIBUTE TO JULIUS H. BARNES

It is extremely doubtful if there ever was a function in the past which has attracted so many men from so many sections, and representing so many branches of business as did the testimonial dinner tendered to Julius H. Barnes at the Hotel Commodore, New York City, on April 22, 1920. Contrary to the general custom of such affairs and a decidedly gratifying feature in view of the large number of guests, was the fact that the dinner started within a few minutes of the time set. Mr. McGarrah, as chairman of the Executive Committee, introduced as toastmaster, H. A. Wheeler, vice-president of the Union Trust Company of Chicago and an ex-president of the Chamber of Commerce of the United States. Mr. Wheeler opened the proceedings with a few bright, felicitious remarks and then introduced as the first speaker Watson S. Moore, an old member of the grain trade in Duluth and one of the vice-presidents of the Grain Corporation. Mr. Moore spoke of the activities of the Corporation from the inside viewpoint and mixed enough humor and pleasing anecdote with the more serious portions of his address to keep the big assemblage in good humor.

Wm. A. Glasgow, Jr., of Philadelphia, who was attorney for the United States Food Administration at Washington, was then introduced as the man who had been selected to steer a straight course for the Food Administration. Mr. Glasgow stated that his address was intended as a tribute to one of the greatest men the war had produced. He also provoked vigorous applause by his appreciation of the vice-presidents of the Grain Corporation. "These men," he said, "abandoned their private business and consecrated themselves to the service of humanity and their country." He also kept the diners in good humor with various bright stories, those regarding Mr. Barnes' almost uncanny ability to borrow money making an especially big hit, particularly among the bankers present.

Following this address Mr. Wheeler rose and after brief appropriate remarks presented a handsome memorial volume to Mr. Barnes, commemorating the event and all that it stood for. This volume was a beautiful specimen of the bookbinder's art, being bound in heavy red morocco leather and bearing the initials J. H. B. on the outside in a heavy gold monogram. On the inside the following inscription appeared, beautifully illuminated and embossed in red, blue and gold:

This country has been favored in its history with loyal and notable service by many of her citizens.

TO JULIUS HOWLAND BARNES

President of the United States Grain Corporation and Wheat Director of the United States

We business men of America desire especially to record our appreciation of service during the war with Germany-Austria and since the armistice. Called upon to face grave domestic problems and international issues requiring comprehensive and judicious handling, Mr. Barnes has exercised sound judgment and filled his office with distinguished honor. Blessed with rare endowments and fortunate temperament as well as by his national devotion, he has endeared himself to all, and as his official activities draw to a close we hereby tender him expressions of warm regard and esteem with our best wishes for increased usefulness, prosperity, health and happiness in the days to come.

Visibly affected by this stirring testimonial, as well as by the enthusiastic applause that broke out when he arose, Mr. Barnes experienced a little difficulty in starting his response. We regret that lack of space prevents the publication in full of this speech, which combined a review of the history of the Grain Corporation and an appreciation of the strong and loyal support of his associates and the patriotic assistance of bankers and other business men of the country. The following paragraphs were especially well received:

"I am glad to say with all conviction that to the sacrifice and the support of the business men of America has been largely due the success you so

kindly commend. The bankers of this country especially deserve commendation for only by their courage and vision, supplementing the inadequate national resources provided, was avoided forced repudiation that would have brought distress upon our producers and thereby undermined confidence in our Government itself. So, too, I am very proud of these men of the Grain Corporation, and feel towards them a real affection. Recalling the sadly evident lack of harmony and frequent changes in many other war agencies, you will pardon the fond emphasis with which I record that everyone of these associates has served from the beginning of this work; that only those few who left were those few whose special work had been completed and always with regret and strong regard,—never with dissension. Not alone that they have, without regret, sacrificed for three years, the advancement of their private interests. Not alone that they have seen competitors occupy the field which they had thus surrendered. The fact that industrial content was maintained with a concentration of war effort that measurably shortened the war and saved many lives is a tribute to the sound policies laid down for our guidance and to the administrative efficiency with which these men played their part. I give them most credit that they have borne uncomplainingly the attacks of misrepresentation and ignorance, and through it all discharge unswervingly and fairly the duties of their office. The greatest compensation of these men must be, after all, the conviction that their efforts contributed to the shortening of a great war and the saving of many lives. No hand can rob them of the honest conviction that they played as best they could the part of good citizens in a time of national peril. The encouragement of expressed approval for faithful effort would be grateful to many earnest men, as it has been to us. And in that conception, for myself and these associates, I voice the thanks of us who soon will be again private citizens, and also the thanks of those still in public service, to whom this expression of citizen commendation will give new patience, new zeal, new courage, and new faith.

In introducing Herbert Hoover as the next speaker, Mr. Wheeler said that the children of Europe idolized two great benefactors, Santa Claus and Hoover, but that the latter was doubtless the more popular as he was real, while Santa is mythical. Mr. Hoover said that while he was proud to be called the discoverer of Julius Barnes, the credit really belonged to the grain men of the country who had unanimously designated him as the best man for his position when the Grain Corporation was still in embryo. He referred to the work of Mr. Barnes as "a self-sacrifice unparalleled in American life," and also described as the finest kind of self-sacrifice the action of 800 grain men in proposing to go out of private business for the benefit of the country.

At the end of Mr. Hoover's speech it was naturally inferred that the banquet was over, but the Toastmaster sprung a surprise by calling attention to the fact that among the many ladies who occupied the balcony boxes was Mrs. Barnes. He then alluded briefly to the fact that Mrs. Barnes had also sacrificed herself in the interests of the country by practically giving up her home life for over three years in order to be with her husband on many of his trips. On concluding he called for three cheers for Mrs. Barnes, which were given with great enthusiasm.

CAR-LOAD CAPACITY HOPPER SCALES IN CRIBBED HOUSES*

BY G. W. AWS

Chief Scale Inspector Missouri State Grain Weighing Department.

Like several scale men of my acquaintance it used to be my belief that shifting of load from bins to different parts of a cribbed house was the one and unsurmountable cause for the difficulty experienced in trying to reduce to a small minimum the varying "spread" error, to say nothing of expecting to eliminate such visible error entirely, unless the hopper scales were equipped with independent or at least semi-independent foundations.

If, on the preliminary tests, a scale showed $\frac{3}{4}$ -pound per 1,000 pounds quick, with the hopper empty, while it with hopper loaded indicated an error of $\frac{1}{2}$ -pound per 1,000 pounds slow, the practice was, after lining up the scale in a general way, to leave it showing correct with the hopper loaded to

average or maximum drafts, according to the main usage at the individual houses. A final test with the hopper empty was considered more as a waste of time, a matter of form, in fact, was hardly ever made.

It was rather a case of resigning to the supposed inevitable, mixed with a faint belief that, whatever the corrections consisted of, some improvement would have been evidenced on such a test also, if it were made.

My opinion has changed to a more cheerful view of things.

From data furnished by millwrights and elevator men and partly from personal observation I find that nowadays the larger plants specially are being kept in better repair and that greater care is taken in keeping the grain distributed as evenly as possible throughout the house, also that in the last few years, due to these precautions, these men have recorded no appreciable uneven settling of the structures, none exceeding two inches from one end of the house to the other.

In a head house 150 feet in length a 2-inch maximum settling at one end would amount to only a scant $\frac{1}{8}$ -inch variation in level on a 9-foot distance between two load-pivot centers.

Practically all of the cribbed houses have rope drives, several with two line shaftings running parallel, full length, through the building, one on each side, ranging in diameter from 4 inches at one end down to $3\frac{1}{2}$ inches or $3\frac{3}{4}$ inches at the other. The line shaftings are supported by the same girders and bents as the ones on which the scales rest, and, if a scale were to get out of level enough to impair its accuracy, whenever some bin was emptied or loaded, the number of hot boxes would run the oilers ragged, burn them out.

It has been my experience that the real source of trouble could be found right in the scales themselves, in their alignment, in the nature of spread, crush and sag in the outside and inside frame timbers, in deflection of the beam supports and in friction and cramping in the scale metals.

The outside frame must rest solidly on the timber bents, which in turn must have firm contacts with top of the cribbing. It should be square, reasonably level and of correct inside dimensions.

In a straight lever type scale the corner irons must be properly set, so as to prevent rocking and breakage, as well as to maintain plumb line of the connections. The outside and inside frames should be drawn rigidly tight by means of heavy stay rods and washers. The two inside frame timbers which cross the bearing planks must extend over the full width of these planks, and safe clearances no more should be cut away from ends of these timbers.

This leads to a consideration of the two smallest timbers in these wood structures, namely the bearing planks, a pair of sticks of the largest consequence, however, and which will "stick" us if they are not treated the right way.

If the bearing feet are crushed into them ever so slightly, or if these sticks are crushed into the inside frame timbers above, if there is any appreciable rounding of the bearing feet seats, or if a bearing plank sags or tilts, such conditions will produce a side-thrust on knife edge of the load-pivots instead of a perpendicular stress, and the scale will not show correct under the different tests. The short levers specially will cause trouble on the corner tests.

The crushes should be remedied by resurfacing the bearing plank or by the use of steel shims as a second choice. For fastening the bearing planks I use nothing smaller than $\frac{3}{4}$ -inch bolts, three, sometimes four, to the side, staggered, with heavy cast washers above and below.

If the middle bolts can not be drawn up as tight as a man can pull with a 16-inch wrench without bowing up the bearing plank, blocks should be fitted into the intervening space, so as to leave the bearing planks rigid, straight and level.

A fairly safe way to determine location of possible cramping conditions is to jack up one side of the scale just enough for the bearing feet steels to clear load-pivots at both corners, after first wedging the opposite side. On repeating this procedure with the other side there should be no perceptible

movement of any lever in the raising or lowering of the bearing feet.

In a torsion lever type scale, the raising and lowering of power-pivot end of the transmitter arms alternately should cause no disturbance in equilibrium of the transverse lever. If a disturbance is shown, it indicates a cramping condition somewhere.

For leveling levers and corners of a hopper scale a line level can be used to good advantage in connection with a thin, stout line, that will not break under less than a 20-pound strain. It has hydrostatic levels beaten a mile for practicability and fills the bill. The level is made of aluminum, 2 inches long, with a hook at each end, and weighs only about $\frac{3}{4}$ -ounce, 345 grains to be exact. It is sufficiently light to cause no visible sag in the line on a maximum distance of 16 feet if the line is stretched tight enough.

It is also my opinion that the re-current semi-annual tests will prove maintenance of seal in such scales under most of the ordinary conditions.

These statements are not to be construed as favoring cribbed foundations by any means; but the owners of these old style houses would close them down rather than disarrange the working equipment and binning facilities to install independent scale foundations at a cost of \$15,000 or \$20,000.

SCRAPPING THE OLD ELEVATOR

Sometimes in the vicissitudes of fortune an elevator, while still in good condition, no longer pays as an elevator and it is found necessary to abandon its use for grain purposes. What then?

For many years there has stood on the Mississippi bank at Prairie du Chien, Wis., a large, white brick-veneered elevator. It was built at the river's edge in the days when most of the grain was shipped South by boat. Steamers used to load and



A GOLD MINE IN LUMBER

unload at its doors. Some time ago the building ceased to function as an elevator and the Chicago, Milwaukee & St. Paul Railway Company, officials of which had built it in early days when the railroad was completed to the Mississippi, turned the place into a storehouse for lost freight. Recently a man came along and made an offer of around \$5,000 for the building.

He wanted it to use in manufacturing stock food. The sale was made and Joseph Zimmerman became owner. He needed only the lower story for his factory, so he set a crew to work wrecking the upper stories. They found no less than 800,000 feet of timber in good condition. In these days when the lumber you can carry on your back costs \$10, this meant a veritable lumber mine, and so it has proved to Mr. Zimmerman. As fast as the workmen have freed the lumber of nails he has been selling it to contractors and private individuals who are actually clamoring for it. Altogether his \$5,000 investment is yielding excess profits which are in danger of putting Mr. Zimmerman in the ace high class of profiteers. Maybe there are other abandoned elevators which might be scrapped to advantage in these days of the high cost of lumber. In selling an elevator these days upon which depreciation has been written off, it is well to bear in mind that lumber has increased in value more than its depreciation.

*Paper read at the fifth annual convention of the National Scale Men's Association at Chicago, Ill., March 16, 1920.

NEWS LETTERS

NEW YORK
C. K. TRAFTON - CORRESPONDENT

THE feeding to horses of certain cereal products heretofore used only for human diet was a novel development in the local grain market recently. Owing to the almost entire paralysis of railroad transportation because of labor troubles, the arrivals of many commodities frequently were reduced to the vanishing point. Since strikes among railroad and marine workers started there have been numerous days on which at least one important commodity was missing from the list of daily arrivals; either flour, wheat, corn, oats, rye or barley. There were several periods of several days each in which not a ton of hay was received. As a consequence sales of good to choice hay were made as high as \$70 per ton, or more than three times the usual figure. Of course, oats were also extremely scarce and at one time as much as \$1.50 was bid without securing supplies. Faced with the possibility of their animals starving to death, horse owners were forced to seek other supplies. Some of them used rolled oats or oatmeal, although the supply of these products was far from adequate. Others used barley, either whole or crushed. The aggravation naturally existing under the circumstances was greatly augmented by the knowledge that thousands of cars of various food-stuffs had reached the outskirts of the city and could get no further because of the strikes. Labor's efforts to secure larger wages as an offset to the H. C. L. are just as successful in advancing prices in these lines as they are in all others. It is the same old "vicious circle."

In organizations or corporations of all kinds, either commercial or social, it is generally supposed that the Executive Committee, Board of Managers, or Board of Directors, whatever such a committee may be called, is quite thoroughly representative of the great rank and file of members. But that such a body does not always reflect the sentiments of the rank and file was clearly demonstrated by the balloting which took place on the New York Produce Exchange on April 16. At a meeting of the Board of Managers on March 12 four amendments to the by-laws were adopted for submission to the members. The latter by an overwhelming vote refused to ratify any of the amendments. The amendment to Section 4, proposing to raise the transfer fee on a sale of a regular membership certificate from \$50 to \$100 was defeated by a vote of 192 to 80. The second proposed amendment proved to be the most unpopular of all, there being only 38 votes in favor and 236 against. This amendment proposed to make the annual assessments on regular members "not less than \$25 nor more than \$50," instead of "not less than \$10 nor more than \$30," as heretofore. The "ayes" were only 78 and the "nays" 198 on the third proposition, intended to make the transfer fee on certificates of associate membership \$100 instead of \$50, as at present. The fourth proposition, placing the annual assessment on associate members "not less than \$125 nor more than \$150," was defeated by about the same margin, 72 for and 198 against.

At a meeting of members of the New York Produce Exchange early in May the following Nominating Committee was selected: A. Montgomery, Jr., Wm. C. Mott, N. R. Schoonmaker, Fred L. Hebert, W. L. Sweet, T. H. Story, R. L. Walker, Jr., Charles F. Coffin, and C. E. Porter. Mr. Coffin died shortly after this meeting.

The committee organized with Mr. Mott as chairman, and within a few days announced the selection of the following "regular ticket" to be voted on at the annual election next month: For president, Walter B. Pollock, of the New York Central Railroad; for vice-president, J. B. Smull, of J. H. Winchester & Co., steamship agents; for treasurer, E. R. Carhart, of the Battery Park National Bank; for trustee of the Gratuity Fund, of D. Jewell & Sons, flour and grain; for members of the Board of Managers: E. T. Cushing, grain; W. P. Tanner, flour; J. P. Grant, provisions; George Rossen, steamship agent; Jerome Levine, of Henry Hentz & Co., commission merchants; Henry Leverich, grain.

The Board of Managers of the New York Produce Exchange has taken favorable action on the following applications for membership: Robert E. M. Siglow, identified with A. P. Youngblood, Inc., distributors of

flour and cereals; Tighman H. Bunch of the Eastern Selling Associates, distributors of grain products; Thomas J. Shea, of the Quaker Oats Company; Michael L. Welch, of Welch & French, flour dealers; George D. Stevens, flour dealer.

Victor E. Newcomb of Morrow & Co., manufacturers and distributors of cereal products, left last month for a business trip in Europe and will probably be away about two months.

Carl Rupprecht, an old member of the local grain trade, is now acting as Produce Exchange representative for Hughes & Dier, grain and stock commission merchants. Elmore D. Dier, a member of the firm, is an applicant for membership in the Produce Exchange. A private wire was recently installed on the Exchange floor, connecting with the Chicago Board of Trade.

Robert Kjarsgaard, identified with the local grain trade for several years, recently announced on the Produce Exchange that he had resigned as secretary and treasurer of the New York Overseas Company, Inc., and had withdrawn his interest from that concern.

Members of the Produce Exchange accorded a noisy and enthusiastic welcome recently to General Sir Charles Townshend, who was in command of the British troops in Mesopotamia and was taken prisoner by the Turks at Kut-el-Amara. General Townshend arranged the original draft of the armistice with Turkey.

The Visitor's Register on the New York Produce Exchange looked like a Gazeteer late last month, containing the signatures of many prominent members of the grain, hay, flour and feed trades who came from all points of the compass to attend the great testimonial dinner to Julius H. Barnes.

Members of the Produce Exchange were greatly surprised and pained early this month to hear of the sudden death of Charles F. Coffin, aged 62 years. For many years Mr. Coffin was prominent in the beans, peas, and dried fruits trade. He always took an active interest in the affairs of the Exchange, having been a member of the Board of Managers for several terms, and also serving on various committees.

DULUTH
S. J. SCHULTE - CORRESPONDENT

OPERATORS on the Duluth market have been afforded a good fling in trade in rye during the last few weeks. The quotation in the cash grain advanced during the last month from \$1.93 to \$2.23, and the business put through from day to day reached large proportions. With a broad demand from Eastern exporters turning up, stocks in the elevators aggregating over 8,000,000 bushels were cleaned up in short order and the amount in hand was brought down to less than 350,000 bushels within two weeks after the opening of the lake navigation season. The Cargill Elevator Company was the largest individual holder and with the Itasca Elevator Company nearly monopolized the business in a handling way. Said an official of the former company: "The rye business was a life-saver for us all here this season. Without it we might as well have closed up shop and jumped into the lake." It may be mentioned that Cargill Elevator "K" set a new high record in sending a cargo of 502,000 bushels of rye down the lakes recently. It surpassed the best previous records by about 40,000 bushels.

H. A. Starkey, H. F. Salyards, and E. S. Ferguson represented the Duluth Board of Trade at the conference of boards of trade men at Chicago with Director Julius H. Barnes, regarding plans for the resumption of trading in wheat after the Grain Corporation relinquishes control on June 1. Operators in Duluth take the view that trading and hedging operations can be carried on with safety provided the trades are properly policed. In that connection it was pointed out that an open market in flaxseed was conducted at Duluth during the past year, and that in spite of wide fluctuations at times, only one failure occurred and that was inevitable on account of the special conditions surrounding the case. Officials of the Board here contend that all of the exchanges in the country are in position to conduct open trading in wheat safely through the exercise of strict supervision through their clearing houses. On account of the magnitude of the operations conducted on it, and the possibility of manipulations, the Chicago

market is regarded as the danger spot, and before open trading in wheat is resumed it is suggested that rigid safeguards be imposed there. "We all have to deal on the Chicago board and we will be interested in knowing that rules have been formulated to make that market safe in so far as ability of traders on it to carry out their contracts is concerned," said a member of the Duluth Board of Trade recently.

An unusual development on this market was the unloading recently of a cargo of 300,000 bushels of winter wheat from Chicago at an elevator here for reshipment to Minneapolis. That trade was put through by the Barnum Grain Company acting for a Minneapolis milling company. It was brought about through the railroads being unable to furnish cars to move the grain from Chicago to Minneapolis, making it necessary to handle it in a special way. Another deal brought about through unusual marketing conditions was the receipt here of a part cargo of 90,000 bushels of rye from Fort William for delivery on export May contracts. That transaction helped out materially in relieving the congestion and enabling operators to carry through their export contracts at the opening of the navigation season. The grain was immediately loaded out from an elevator again for Eastern shipment.

The Duluth Traffic Commission was successful in its contention before the Central Trunk line association that the grain rate from the Head of the Head of the Lakes should be on a parity with Lake Michigan ports for Buffalo delivery. Notice to that effect has been received here, and as a result grain houses at Duluth are arranging to get after the routing of wheat and coarse grains from Middle West territory to this market. Assurances have been received that more winter wheat will be routed to Duluth during the coming season than at any time in the past, and operators on this market are also counting on handling a larger tonnage of oats and rye in the future. It is hoped in that way to roundup trade for the dull season extending from about the end of May until the movement of the fall wheat begins about the first week in September. During the period from the close of lake navigation in December until it opened again in the spring, and then again during a period of about three months in the summer, the trade has up to the present been always compelled to sit tight either for the lack of lake shipping facilities or for the reason that the movement from the country had dried up.

Though nothing official has come out, it has been intimated that the Barnes-Ames Company and the Moore Grain Company will be back in the grain business on the Duluth market as soon as the terms of service of Julius H. Barnes as president, and Watson S. Moore as secretary, of the United States Grain Corporation expire on May 31. On a recent visit to this city, Mr. Moore asserted that he proposed to get back into the harness again in the grain trade, and persons in close touch with Mr. Barnes take it for granted that he will also be back in the business in a large way before many months. It is presumed that Mr. Barnes will specialize in the export grain trade to which he had given close attention for several years prior to his entering the Government service. Mr. Moore had been regarded as one of the shrewdest men in the grain trade on this market, and his house had always put through a heavy volume of business each season both as a cash handler and in the pit.

As a result of scarcity and urgent demand quotations in feeds of all kinds have reached new high levels on this market, and with a maintenance of the present call it is predicted that still higher figures will be set before any relief can be hoped for. As showing the exceptional conditions existing the White Grain Company reported recently that it is making heavy shipments of feeds out to Montana points that were affected by the drought of last summer. The information of the principals of that house is that cattlemen out in Montana must have the feed shipped in to keep their livestock from starving, even though its costs are almost prohibitive. R. M. White asserted that his firm is now shipping hay as far as Prince Albert, Alta., a distance several hundred miles, as supplies over large sections of the Canadian West are exhausted.

Operators on the Duluth market have been doing a good trade with seaboard exporters in durum during the last few weeks. Foreigners have been out after durum for macaroni making for some time back, and that they are willing to pay stiff prices is shown in the market in No. 1 durum now standing at \$3 as compared with \$2.63 a month ago. It is asserted that considerably more business could have been put through in that line by specialists here had it not been for inability to obtain cars to move the grain in from interior elevators. Sharp bidding has developed at every session of the Board of Trade for some time back.

The vessel rate for moving wheat down from this point to Buffalo has been 4 cents a bushel since the opening of navigation. Vessel men enjoyed a rush in loading during the first 10 days of the season, but it has since turned dull with stocks in the elevators brought down to around 3,000,000 bushels, of which 2,200,000 bushels is wheat. Shipping men here assert that the situation is almost calamitous in the vessel

trade at present, with clearing of freighters from Lake Erie ports being delayed through the lack of sufficient coal for even bunkering purposes. That condition is causing some worry to interests here who have flaxseed contracts to fill, and who had been counting on the movement of a large tonnage of Argentine seed this way in order to be in position to do so. It is now being found difficult to move the seed from New York to Buffalo in order that it might be shipped by lake to this port. That condition has been responsible for the current high prices for flaxseed on this market, amounting to around \$4.75 a bushel.

KANSAS CITY

B. S. BROWN - - CORRESPONDENT

THE STRIKE of railroad switchmen which started early in April in a few days had practically tied up the movement of grain both to and from Kansas City. Trade in carlots of grain was brought to an abrupt standstill, flour mills were forced to close and elevators were forced to reduce their activity; conditions at country points were about the same. When transportation difficulties were at their worst, numerous cars of grain were sold, subject to being unloaded, and as this could not be done with promptness, some big demurrage charges accumulated. Grain men have indicated they would protest against the payment of these.

No serious congestion developed in local railroad yards. Practically nothing was shipped out for over a week, but at the same time receipts amounted to only a few cars a day. The largest number of grain cars held on track was about 600, which is well within the capacity of the yards. For the past two weeks the situation has been improving gradually and the first week in May probably was about 80 per cent of normal in Kansas City. It is expected that the after effects of the strike will be felt for at least a month longer. At country points in the Southwest conditions were serious before the strike, but since the added handicap of the strike the situation is generally described as deplorable. Cars are scarcer and more difficult to secure than ever before. Banks have joined grain men in the appeal for relief.

Extreme caution is generally the attitude of the grain trade at Kansas City in regard to resuming trade in wheat futures when government control and guaranteed prices expire May 31. Recent statements by Julius Barnes that the trade will be confronted with many hazards that did not exist when unrestricted markets prevailed before the war have for the most part been taken seriously. In the first place, it is pointed out, the Lever Act is still in effect, and in case the market slumps or advances sensationally and antagonizes either the producer or the consumer, the Attorney General could announce restrictions which would make the market practically useless so far as hedging facilities were concerned.

Elevator operators say there is no doubt that the grain trade is to feel the effects of restricted credit and advancing interest charges along with other lines of industry. In a few cases elevators that were carrying wheat for mills were forced to turn the grain over to them, as the strain on their finances was becoming too great. No important relief is expected until the general situation becomes easier for all classes of borrowers, which is not thought will be in the near future. The stringent money situation has been made worse by demoralized transportation conditions.

The tone of crop reports received at Kansas City the past few weeks has been decidedly unfavorable. It is confidently expected that the abandoned area will be large in this territory, probably as much as 14 per cent. Plowing and planting of oats and corn have been retarded by cold, wet weather, and the season is generally reported from two to three weeks late, with prospects of recovering the lost time unfavorable.

Kansas City has been unable to take full advantage of the recent good export demand for wheat, on account of the demoralized transportation conditions which practically prevent the guarantee of delivery of wheat at the gulf or the eastern seaboard at a specified time. Moderate amounts, however, have been sold from day to day, chiefly to the Gulf and much wheat, probably 2,000,000 to 3,000,000 bushels, is in elevators awaiting shipment when cars are available.

B. C. Christopher & Co. received a car of pinto beans, popcorn and Russian millet from New Mexico recently. Buyers were found readily.

Of the 9,250,000 bushels of wheat in Kansas City elevators it is estimated that Texas mills own about 2,000,000 bushels and that other mills have about

3,000,000 bushels, most of the latter having been bought from the Grain Corporation on warehouse receipts. The bulk of the remaining wheat represents export purchases. The Government has practically closed its wheat account and has on hand only a few odd lots of grain, totaling a few thousand bushels.

The liabilities of the Orthwein-Matchette Company, Kansas City brokers, who failed recently, have been placed at \$312,998 and the assets at \$226,760, though it is thought that the latter figure is a little too high. Following the announcement of the failure, the Kansas City Board of Trade expelled the firm's representative on the exchange and canceled the membership for violation of the rules.

W. R. Scott, former rate expert of Chicago and at one time with the Kansas State Industrial Commission, has been appointed transportation commissioner of the Kansas City Board of Trade. For the past 10 years this work has been carried on in conjunction with the Chamber of Commerce, but it was decided to re-establish the office when R. G. Sangster, the Chamber's commissioner, resigned recently to go to St. Louis.

In accordance with a recent amendment to the rules, directors of the Kansas City Board of Trade have authorized the Finance Committee to indicate the current rate of interest which shall be charged on advances on consignments or purchases. The current rate at present is 7 per cent, which is a little lower than the rate at most other Western markets.

Peter A. Murphey, formerly with the Ernst-Davis Grain Company, is now the Kansas City representative of Jackson Bros., Chicago. A private wire is maintained.

The Terminal Elevator was struck by lightning recently. The bolt struck the main electric feed wires leading into the power plant of the elevator, burning out a large electric transformer valued at \$5,000, but damaging only slightly the walls of the building to which the transformer was attached.

Wheat growers in a conference at Hutchinson, Kan., recently fixed 70 cents an hour as the standard uniform wage for harvest hands in Kansas this season.

CLEVELAND

BERT LAYTON - - CORRESPONDENT

THE matter of grave concern in the grain trade in Cleveland is the deplorable situation due to the switchmen strike. While some few cars of grain and hay are gradually filtering through, the movement is by no means normal. Some of the carriers entering Cleveland are operating about 50 per cent capacity. None of them are doing over 60 or 75 per cent of the switching absolutely necessary to properly provide for the needs of this city. The result of the strike is clearly indicated and felt by everyone now in the higher prices asked for staple commodities. Oats, corn, grain, hay, flour and feeds have all advanced in price, both wholesale and retail.

The first week in May No. 3 yellow corn, car lots, ran \$2.05 to \$2.08 per bushel; No. 3 white oats in car lots, \$1.21 to \$1.24 per bushel.

Prices in the mill feed market were much higher than those quoted a month ago, ranging from \$59.50 for spring bran to \$74.62 for hog meal. The largest mill in the city states that it cannot come any ways near filling the local demand for mill feeds. In fact, the production of mill feed has been considerably curtailed due to inability to secure wheat which is in transit. Hay prices are from \$1 to \$2.50 higher than last quoted in this publication at Cleveland. No. 1 timothy being quoted at \$40 and the other grades in line. No. 1 rye straw was at \$14.50 and No. 1 oats and wheat at \$14 to \$14.50.

The Flour Club of the Cleveland Chamber of Commerce had their May dinner at the Athletic Club with a large attendance of not only local men interested in flour, but several out of town dealers, and are considering the invitation to hold their June meeting at Grafton, Ohio, as the guest of the Bennett Milling Company. The usual dinner and entertainment will in all probability be provided at the Country Club at Elyria. This organization, one of the youngest in the city, and, in fact, the youngest subsidiary of the Chamber of Commerce, is one of the most active of its kind in northern Ohio.

Official announcement was made May 4 that the office of the Federal Grain Supervisor in Cleveland would be discontinued, effective June 1, and H. F. Prue transferred to Toledo, Ohio, where his headquarters will be located with those of the Federal Grain Supervisor of the Toledo district. Mr. Prue will continue as supervisor of his original district to operate out of Toledo.

When in Cleveland his headquarters will be made at the Grain and Hay Exchange of the Cleveland Chamber of Commerce.

Considerable difficulty has occurred in the past three weeks in getting incoming supplies of flour to warehouses or elevators or even to team tracks. The shortage is not so acute just now as it was on April 30. The largest Cleveland mill in the latter part of April had to close for five or six days because of inability to get wheat which had been shipped and was held out of the city on account of the embargo. The mill has resumed operations and the situation is much easier.

Wayne Dinsmore of the Horse Association of America was a caller at the Cleveland Grain and Hay Exchange recently.

MILWAUKEE

C. O. SKINROD - - CORRESPONDENT

MILWAUKEE grain men are keenly interested in the plans which are being made for the resumption of trading in wheat futures. The local Chamber of Commerce was represented in the Chicago conference by H. H. Peterson of L. Bartlett & Sons Company, Walter Stern, and F. J. Phelan.

Grain men report that the sentiment is rather against using the embargo on exports to prevent foreign governments from controlling the price of wheat, as they do at the present time. The belief is that if the embargo were used to cut off exports, there will be no outlet for the American surplus and this would hit the American producer hard and lead to strong objections on the part of the farmers.

Grain men of Milwaukee have been taking the strongest interest in what Senator Irvine Lenroot of Wisconsin has said in this state recently indicating that he is going to put in his best efforts to see that Congress appropriates the necessary money so that a waterway will be built for large ships from the Great Lakes to the Atlantic Ocean. Senator Lenroot predicted that the International Commission of Canada and the United States would make a favorable report on the feasibility of the scheme to unite the two waterways, which would make great ocean ports of Superior and Milwaukee and other harbors in the state and which will be of undoubted importance to the grain trade of the city and the state.

Hearings will be held in Milwaukee, Superior and Ashland during June to consider the best plans of promoting sentiment for the great waterway. He urged business organizations of the state to take the most determined steps to push the proposition to the end that the opposition of New York and other Atlantic ports to the route may be fought down. Grain men declare that the selfish interests of the Atlantic Seaboard ports cannot be allowed to prevail and prevent the building of this waterway which will be of incalculable benefit to the entire nation. It is believed in Milwaukee that the new waterway will also be supported because the railroad car situation is so acute that something ought to be done by water to relieve the tremendous congestion now prevailing.

The latest reports on Wisconsin crops indicate that most vegetation has been badly held back by the cold weather. Farm work, however, is making excellent progress because of the absence of rain which has permitted the farmers to get into the fields. Oats and spring wheat seeding are well advanced, in fact most farmers have finished in the central and southern sections of the state. Spring wheat is greening up and young clovers and pastures are making appreciable progress. The general call is for warmer weather to hasten the development of crops.

The extraordinary high rates in the money market are shown by the official percentage on advances determined by the Finance Committee of the Chamber of Commerce at 7½ per cent. For some time the percentage rate on advances was fixed at 7 per cent.

Milwaukee grain men are marveling at the continuing high prices for all kinds of grain and that new high records are being made almost every week despite the fact that meats are not selling at such extraordinary high price levels. In the first week of May, barley went up from 4 to 7 cents a bushel, corn all the way from 2 to 25 cents a bushel, oats from 3 to 4 cents, rye from 5 to 7 cents and wheat from 10 to 15 cents. With the lessening of the car shortage it is believed that grain prices will have to come down, the scarcity being due to the strike of switchmen and similar causes which have conspired to hold back a large amount of grain in the country.

The crop reports reaching the Chamber of Commerce from the Northwest indicate that farmers generally are rushing their seeding just as much as possible. Larger acreages of oats and barley in many sections appear to be probable. A record acreage of

corn is predicted but planting of corn is being delayed by the generally cool weather. The general reports are that there is plenty of moisture in most sections of the grain belt contiguous to Milwaukee, but warm weather is lacking very largely.

Milwaukee had rather large stores of grain on hand just before grain was loaded out for points east. The report for May 1 shows approximately 662,000 bushels of wheat, 330,000 bushels of corn, about 623,000 oats, 139,000 barley, and 140,000 rye.

Receipts of grain for the past week have been getting back fairly close to normal with about 600 cars aggregate for the first week in May. This compares with 601 cars in the previous week and 643 cars a year ago. The arrivals have been distributed as follows: 133 cars of barley, 92 cars of corn, 192 cars of oats, 52 cars of wheat and 129 cars of rye. This table indicates fair receipts of barley and large offerings of oats and rye, relatively. The supply of corn is still very small.

Comparing the prices of the present with those of May last year show that corn is about 30 cents above a year ago; barley is about 55 cents higher than a year ago; rye is about 45 cents over last year; oats is selling about 40 cents better than early May last year. In general the grains are moving about 30 to 55 cents better than a year ago.

All embargoes which were placed on Milwaukee grain shipments because of the switchmen's strike have now been removed thus permitting the uninterrupted movement of grain. This is expected to very largely increase receipts in the near future.

The Milwaukee Chamber of Commerce took a special interest in the movement said to have originated at Omaha by which a conference was called in Washington by a large number of interests and organizations to devise ways and means by which the necessary box cars can be provided for the movement of next year's grain crop. Milwaukee grain men assert that unless some far reaching and even drastic plan is provided by which the necessary grain cars can be obtained next summer and fall, the congestion will be far more acute than any ever seen in the country before. Shippers, farmers, elevator interests, railroad commissions, millers and all others concerned in any way with the grain movement were engaged in this conference in Washington before the Interstate Commerce Committees of both houses of Congress and the Interstate Commerce Commission by which plans are expected to be made to solve the car shortage problem for next season.

Among the new members of the Chamber of Commerce are Martin J. Kameron, and James E. Cairns, of Chicago.

One of the first cargoes of grain to leave Milwaukee after the marine insurance was put in force was that of the Steamer *Wickwire* which loaded at the Rialto Elevator with 340,000 bushels of rye for Buffalo at a rate of 2 3/4 cents a bushel.

One of the announcements of great interest to the Milwaukee grain trade is that of the resignation of George A. Schroeder as traffic manager of the Chamber of Commerce. He expects to leave the service of the Chamber July 1. The resignation was not accepted promptly, merely referred to the proper committee to see if inducements could not be made to Mr. Schroeder to stay here as his abilities as a traffic expert are unquestioned by the local grain men.

The Milwaukee Chamber of Commerce is greatly concerned in the rate hearings in Washington May 21 to consider proposed proportional increased rates east of Buffalo. The Interstate Commerce Commission will give Milwaukee and other Western exchanges a chance to make a strong protest against the proposed changes in rates.

A strong movement is on foot in Milwaukee to restore the Great Lakes trade as far as possible by getting behind the Kellogg Bill in Congress which would permit railroads to own and operate steamship lines. The general feeling is that shipping on the Great Lakes has been badly hampered by the separation of railroads and lake lines and a most determined effort will be made to have this service restored as it was before the Panama Canal Act was passed.

Another general movement which is on in Milwaukee is to give the railroads a square deal, to get behind whatever rate increases are necessary and endeavor to get the railroad service back to an efficiency basis. August Vogel, one of the leading business men of the city, came out with a long public statement declaring that the prosperity of the railroads and their upbuilding is urgently needed if American business expansion is to go on. Mr. Vogel points out that the farms and industries of the country have built up production to record levels, while the railroads have not kept pace. The railroads of the country were badly run down by the war, Mr. Vogel argues, so that they must get theas

necessary funds to buy cars and locomotives and all the other equipment required. Mr. Vogel urged every man, woman and child to save more and to invest the funds in railroad securities so that the railroads can get the cash required. About 700,000 new freight cars are needed to take care of the country's business, according to Mr. Vogel, who states that if all the equipment companies in the country are run full tilt for three years, they could not make this necessary number of cars.

Charles F. Glavin, an old grain man who failed, surprised all his creditors by coming back and telling them that he would pay them in full. According to reports Mr. Glavin has recouped his fortunes in South America and is now said to be worth about \$500,000. Nearly \$30,000 has been paid on these debts, which are said to total between \$140,000 and \$150,000. With \$5,000 borrowed from relatives, he went to Argentine and started as a cleaner of grain. He so impressed his superiors with his ability in handling grain that at his suggestion they built elevators and gave him a share in the business. Now he promises to pay all his creditors in full, ultimately.

The prosperous condition of the Chamber of Commerce is shown by the fact that for the last fiscal year, receipts from all sources were \$161,000 and the balance from the previous year was \$55,000. Disbursements were in excess of \$153,000, leaving more than \$63,000 on hand. The balance is about \$8,000 larger than a year ago. The annual report of the Gratiuity Fund of the Chamber of Commerce shows almost \$125,000 in the fund. There are 243 members entitled to share in this fund and 10 participating members died during the year, each of whom received for their beneficiaries about \$616. The total number of members in the Chamber of Commerce is now 528. Seventy-four memberships have been cancelled since 1914 and the value of the memberships is growing higher and higher every year. Because of the constantly increasing costs, the dues in the Chamber of Commerce have been advanced to \$80 a year.

CINCINNATI

CLYDE LEVI - CORRESPONDENT

THE local market on hay and grain continues active and prices are stronger. Grain prices reached record high levels for the present crop on the Cincinnati Grain and Hay Exchange, on April 26. Wheat rose 2 cents, white corn was 5 cents higher, yellow 1 and 2 cents higher and mixed 2 cents higher, rye rose 2 cents. Oats were 1 1/2 and 2 cents higher. Unfavorable weather conditions, shortage of grain and higher prices in the Chicago market were blamed by dealers.

Cincinnati hay and grain dealers predict that the coming millers' convention to be held in this city will be the greatest in the history of the organization. Nothing is being left undone by the local fraternity to entertain their associates in a fitting manner and it is known throughout the country that the hospitality of the Cincinnati grain merchants is second to none. C. W. Bransford of Owensboro, Ky., president, and E. H. Sherwood, secretary of the Community Millers of America, were in Cincinnati recently to confer with Thomas Quinlan, manager of the Convention and Publicity Department of the Chamber of Commerce on final details.

At the recent meeting of the Executive Committee of the Cincinnati Grain and Hay Exchange the following were elected to membership—Active membership: C. T. Crowe, Sam Bingham, Harry Winer; associate membership, George W. Benuis; clerk membership, Robert L. Early, Lyle C. Lord and Elmer F. Voss.

The Van Wert Grain Company of Van Wert, Ohio, has been incorporated with a capital stock of \$80,000. The incorporators are W. T. Palmer, G. Dustman, R. Wagers, F. Bowen and Z. Laudahn.

The Collins Farmers' Elevator Company of Collins, Ohio, has been incorporated with a capital of \$50,000. E. Jarrett, K. Knettel, F. C. Liles, F. W. Liles and O. M. Losey are the incorporators.

The New Jasper Co-operative Grain Company of New Jasper Station, Ohio, has been incorporated with a \$15,000 capital. The incorporators are B. D. Conklin, J. R. Fudge, E. T. Ballard, A. D. Smith, O. S. Cragrave and O. M. Spahr.

The members of the Cincinnati Grain and Hay Exchange do not like the new way of computing time in Cincinnati and its neighboring cities. On April 27, the voters of Cincinnati decided at the polls that they wanted the clocks moved up an hour during the summer months. Of course the cities and towns right close to the city followed suit. The first hitch in the new daylight law came a few days after it was enacted and as a result the members of the Exchange may ask the

City Council to repeal the law. Trading on the floor lasts until about 1:30. Promptly at 1 o'clock auction begins. After the members have finished their business, owing to the fact that Cincinnati is now one hour ahead of Chicago, which has a prevailing influence on the local market, they are forced to remain idle until the Chicago market closes. It is then 2:30 in Cincinnati and interferes greatly with banking hours.

The Elkenberry-Fitzgerald Company, suing in Common Pleas Court, is demanding \$3,066 damages from the estate of John Bryan, poet-farmer, late of Yellow Springs, Ohio, for alleged failure to furnish 300 tons of alfalfa hay at \$20 a ton in October 1917. The contract was made with the Ferger Grain Company, it is alleged, and the Ferger company had to purchase hay in the open market at \$32 a ton, it is charged.

Alfred Gowling, Cincinnati grain merchant, has filed suit in the Campbell County (Ky.) court, against the Canadian Government Railroad, to enforce payment of \$1,100 alleged to be due for failure to deliver four carloads of baled hay, ordered in 1918. An injunction was asked to prevent the defendant removing property from Kentucky.

The flood in the Ohio River in April interfered with the switching of cars to a great extent and on one day only 18 cars of hay out of the 63 cars in the terminal were available to the trade. As a consequence the market gained in strength and prices were sharply higher. The quotations were largely artificial and of course, did not hold with larger offerings on the tracks.

PHILADELPHIA

GEORGE G. GOODFELLOW, Correspondent

PLANS for new grain elevators and other improvements at the Port Richmond terminal of the P. & R. R. to cost approximately \$5,000,000 have been tentatively prepared by the railroad management, according to A. B. Crossley, vice-president of the company, who recently attended a meeting of the Port Improvement Committee of the Commercial Exchange. Mr. Crossley attended the meeting at the invitation of Hubert J. Horan, chairman of the committee. When asked when the new improvements might be expected, Mr. Crossley said he could not definitely make any promises, as the matter would have to be determined by the Board of Directors and other officials of the railroad company.

Frederick Rasmussen, Secretary of Agriculture for Pennsylvania, has issued a warning that a serious food shortage is likely in the United States unless labor can be induced to return to the farms. "Pennsylvania alone this year, according to the statistics of my department," he said, "will produce 4,000,000 bushels of wheat less than it did last year. Taking the country as a whole, there will be proportionate reduction in almost every state of the Union, and the Government has issued a warning that a world wide shortage of wheat is imminent. If conditions persist this way for another year the country will be in a serious trouble. Last year there were 100,000 cattle sold by the state farmers at less than cost, because they were compelled to feed corn at 65 cents a bushel that could have been marketed at \$1.50."

Memberships in the Commercial Exchange have been asked for by Henry Watts, flour broker, 917 Chestnut Street; the Cunard Steam Ship Company, Ltd., with local offices at 1300 Walnut Street; and Tyrell & Fogarty, Inc., freight forwarders, with offices in the Lafayette Building.

G. A. Lemont, of E. K. Lemont & Son, grain dealers of the Commercial Exchange, has returned from Florida, where he spent the winter months.

George H. McMullin, of the grain and feed firm of David McMullin, has returned from a pleasure trip to China and Japan. He left home last August, going by way of San Francisco and Honolulu.

On account of the extreme scarcity of oats in the local market, John B. Matthei, traffic manager of the Commercial Exchange, was sent to Buffalo last week to endeavor to arrange with railroad officials there to hurry shipments of oats to this city. If freight could not be sent through promptly, it was hoped that a number of cars might be sent through with express trains. Many feeders in this locality have been unable to obtain sufficient feed for their horses and a number of animals in city stables are said to be almost starving for want of proper feed.

Walter F. Hagar, a member of the Commercial Exchange, was elected a director of the Philadelphia Maritime Exchange for a term of three years at the forty-fifth annual meeting recently held. The annual report of the Exchange showed that last year the foreign commerce of the Port of Philadelphia was the largest on record, the total imports and exports being valued at

approximately \$676,260,000, the largest in the history of the city. Of this amount \$523,390,000 was in exports. Grain exports show the following gains over the preceding year: Wheat, 13,550,000 bushels; rye, 7,485,000; and barley, 1,930,000. Corn and oats exports decreased 2,480,000 bushels.

According to the monthly report of the statistician of the Commercial Exchange the stocks of grain in public warehouses in Philadelphia on May 1 were: \$60,402 bushels of wheat, 268,922 corn, and 26,367 oats, compared with 635,876 bushels wheat, 213,024 corn, and 192,525 bushels oats on March 1; and 1,288,625 bushels wheat, 69,845 corn, and 721,272 oats one year ago. The small stocks of oats in the city at the present time is particularly noticeable. Receipts at Philadelphia during April were 1,146,618 bushels wheat, 219,000 corn, 79,582 oats, 441,904 rye, and 1,373 barley. Exports from Philadelphia in the same month were 929,397 bushels wheat, 8,571 corn, 481,437 rye, no oats.

According to the announcements of the railroads entering the city, the number of cars of grain unloaded at Philadelphia elevators during the month of April were as follows: Girard Point Elevator, wheat 574, corn 6, rye 151, totaling 731 cars; Port Richmond Elevator, wheat 250, rye 129, corn 13, totaling 392; Twentieth Street Elevators, oats 16, corn 7, barley 1, totaling 24.

TOLEDO

H. F. WENDT - CORRESPONDENT

SECRETARY Quinn of the Grain Dealers National Association, with Harry De Vore, president of the Toledo Produce Exchange, and David Anderson, president of the National Milling Company, represented Toledo in the recent Chicago conference on the resumption of future trading in wheat. Mr. Quinn recently remarked in this connection: "To throw the option market open to the public before there are sufficient stocks of wheat upon which to trade is simply to invite a corner. To begin trading while the transportation situation is in its present condition is to court the same danger."

"The red editors, and the near-red ones, would like no better thunder than a corner in wheat, even though the market had cornered itself because of a lack of transportation. What do they care for economics or logic? All they could see was the corner in wheat at \$4 or \$5 a bushel. They would contrast this with the \$2.25 wheat under Government control and argue from such a premise, never once alluding to the premiums that have been paid for wheat ever since the price was fixed. They would demand the closing of the exchanges altogether and the placing of the grain business in the hands of the Government."

George Eicher of the Toledo Grain & Milling Co., Joe Streicher and William Cummings of J. F. Zahm & Co., and Bert Boardman of the East Side Iron Elevator Co., were recently in Chicago on business.

Jackson Bros. & Co., Chicago, have been given permission to install their private wire on the floor of the Toledo Produce Exchange.

Harry DeVore, president of the Toledo Produce Exchange, on his return from the Chicago conference started on a trip throughout the East by motor. Mrs. DeVore accompanied him.

A group of Toledo traders attended the regular monthly meeting of the Northwestern Ohio Farmers Elevator Association recently held at Whitehouse.

W. A. Lamson, of Lamson Bros. & Co., Chicago; W. E. Hudson, of Bartlett Frazier Co., Chicago; J. T. Mattimore, Toledo representative of Harris, Winthrop & Co., and J. E. Cairns of Jackson Bros. & Co., Chicago, have applied for membership in the Toledo Produce Exchange.

Leander L. Winters, of the Chicago offices of Hui-burd, Warren & Chandler, was a recent visitor on the floor of the Toledo Exchange.

Clare Young of Ware & Leland, Chicago, recently visited the new offices of Dobson & Steuer Company, The Toledo firm uses the service of Ware & Leland.

Bartlett Frazier Co. has taken over the business of the local branch of Pyncheon & Co., W. M. Murphy continued as manager of the office on the floor of the 'Change.

Minor Walton, J. G. Steuer and M. W. Murphy have been admitted to membership in Toledo Produce Exchange.

David Anderson of the National Milling Company; George Woodman, of the Rice Grain Company; C. S. Coup, of the Northwestern Elevator & Mill Company;

E. L. Southworth, of Southworth & Company; Fred Mayer and William Cummings, of J. F. Zahm & Company and L. A. Mennel, of the Mennel Milling Company attended the annual meeting of the Ohio State Farmers Association at Columbus.

The Rice Grain Company is now located in its new offices in the Second National Bank Building.

H. W. DeVore, president of the Toledo Produce Exchange, recently visited superintendents and weighers at the various elevators to urge them to greatest accuracy in observing and recording leaking cars.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE grain business in Louisville has been a little quiet during the past month, due to high prices, embargoes, car shortage, etc. Some of the elevator companies have reported that about the only shipments they were making were where they unloaded cars, and reloaded them at once, the car shortage having generally held back movement. Corn is in fair movement in spite of high prices, but oats are not showing much snap.

The wheat situation is unprecedented, with No. 2 soft red winter wheat quoted at \$3.11 Louisville. Wheat has crawled up steadily during the past month.

He ran the distance on a slow track in 2:09, while the record on a lightning fast track, made in 1914, by Rosebud, was 2:03 2/5. Many grain men were present from various sections of the state and adjoining states, Johnson M. Camden, of Versailles; Leonard A. Hewett, Louisville; Garnet Zorn, Louisville; Oscar Fenley, Louisville, and many others held exceptionally good boxes.

Predictions of \$2 corn came true on May 7, when cash No. 3 white hit \$2.05 on the Louisville market. However, the present price of corn is due largely to car shortage, embargoes, and the fact that farmers are busy with delayed planting, and not hauling or shipping.

The demand for all feeds is enormous, due to the stiff grain market. Mill feeds are in small supply, due to the fact that Southeastern mills are only operating about 50 per cent of full, and Northern mills haven't been shipping much stock due to short time operations, and Northern dairy demand. Many mills today are only accepting orders for feed with equal orders for flour.

Hay prices have been very high throughout the past two months. Receipts have been fair at times, but shipments held up in embargoes have come through, and very little hay is on the road or being shipped. Stocks are light.

A \$200,000 fire loss was experienced at the Bourbon Stock Yards on Sunday, May 1, when the remaining frame pig sheds were burned, along with a lot of hay and grain, and 500 hogs. This clears off the last of the frame construction, and makes room for replacement with concrete. Oscar Fenley, president of the company, who is also president of the Kentucky Pub-



GRAIN FLEET IN THE ST. MARY'S RIVER WHEN NAVIGATION OPENED

A Louisville buyer in a recent interview stated that he was expecting four dollar wheat in the new season. He said: "We are confronted with a freak grain situation which suggests the possibility of the new wheat crop opening at the freakish price of \$3 a bushel! Later on \$4 wheat? Under the circumstances, we must get more money for our flour. The probable total crop, hard and soft, of 482,000,000 bushels, is smaller by 20,000,000 than was expected a month ago. Spring wheat seeding is quite late, with the acreage now figured at 18,500,000, against 22,860,000 acres last year. The spring wheat crop for this year, like the wheat situation in Russia, is decidedly an 'unknown quantity.' The experts say that the importing countries will want for 1920-21 approximately 650,000,000 bushels to meet this, the surplus countries will probably offer: United States, 200,000,000; Canada, 175,000,000; Argentina, 125,000,000; Australia, 50,000,000; total, 550,000,000 bushels of wheat."

F. C. Dickson, of the Kentucky Public Elevator Company, reports that the company's greatest trouble at the present time is in getting empties to handle outbound shipments, it being impossible to load out at all freely, and the elevators are steadily behind on loading orders. Receipts are also light.

For the past week there hasn't been much of anything discussed outside of office hours in Louisville, and even in office hours, other than the Kentucky Derby. On Saturday, May 8, the city was unable to offer accommodations even in lodging houses for the thousands who poured in to witness the forty-sixth running of the famous race, which has become the greater of American turf classics. A total of 45,000 people were present when Paul Jones, a rank outsider, broke in front when the barrier snapped up, got off to a commanding lead, and held it through to the finish, never being really in danger of losing.

lic Elevator Company, and chairman of the Board of the National Bank of Kentucky, was probably arrested for his very first time. Mr. Fenley endeavored to enter his office at the Stock Yards, and was refused by the policeman on the fire line. He was dismissed at headquarters without being slated.

The money market today is so tight that it is beginning to exclude all speculative buying, as banks are overloaned, and unable to rediscount at a price that makes it possible to lend freely under Kentucky's 6 per cent interest law, so long as other sections of the country are demanding money at much higher rates. Some Louisville bankers are getting around the obstacle by forcing borrowers to carry a 20 per cent cash balance on the loan, which enables them to get about 7 per cent.

Verhoff & Co., who lost their elevator by fire a few months ago, are not making any effort to rebuild on the present high material market. The company is handling its business through the public elevator, and is letting its building plants rest for the time being.

There has been practically no planting of oats or corn so far this year in Kentucky due to bad weather, although the farmers have done fairly well during the past 10 days, and prospects are now much better. The wheat acreage is small, and the fields are badly spotted, much wheat having been spewed out by frost in the winter.

W. A. Thompson, of the Thompson Elevator Company, while fairly busy with the grain business, is especially busy with a new motor fuel which he has developed, and which is being substituted at the same price as gasoline. This fuel is giving more mileage to the gallon, and more power. It is now being distributed, and will be distributed to a greater dis-

tance as soon as steel barrels can be secured for shipping it. It has proven its worth in numerous trials by local business men, grain men, etc., but the matter of distribution has been serious.

The Acme-Jones Company, jobbers of grain, flour, feed, etc., Louisville, have disposed of their produce department, to the Jones Howe Co., controlled by

John H. Jones, of the Acme Jones Company, but operated as a separate corporation, with entirely separate place of business.

At Hazard, Ky., the Union Grocery & Feed Co., capital \$6,000, has been chartered by E. J. Gross, W. M. Bowling and A. W. Gross. It will be continued under the same name.

Informal Notes of an Elevator Pilgrimage

No. 26—The Old Pennsy Elevators at Baltimore

By JAMES F. HOBART

YOU READERS surely will have to stretch your imagination some to keep up with me on this elevator pilgrimage, for I visited the old Pennsy Elevators 1 and 2 at Canton and Calvert Stations, Baltimore, on December 3 and 4, and now, when writing about it, I am sitting in Florida, a few feet from the Gulf of Mexico.

The old Pennsy Elevator at Canton, known locally as "Canton Elevator, N. C. R. W. Co." is way down in the extreme southeast corner of the city, and it takes a considerable car ride to reach it. On the dock, just before reaching the elevator, I found genial Superintendent Michael J. Gering, who gave me a most pleasant welcome and said he "had been expecting the 'Grain Trade' man for a day or two." His welcome was as pleasant as the snug little office, which was warm and pleasant indeed. In addition to looking after Elevator No. 1, Mr Gering formerly was the head of No. 3, a half mile away. He used to have his office at No. 3, and has probably ere this writing again set up shop at No. 3, which is now the largest grain elevator in the United States.

Elevator No. 1 is about 150 feet high, has a slate roof and is covered with slate to a height of 85 feet, then the remaining 65 feet is corrugated steel. The elevator has a storage capacity of 500,000 bushels. It was built in 1876 by George Moulton of Chicago and started in September of that year. Located at the foot of Sixth Avenue in Canton, Baltimore, Md., the elevator is right upon the waters of the Patapsco River and Chesapeake Bay. During a single year this elevator has handled upward of 19,000,000 bushels of grain and at the time of my visit was well filled with grain, but was lying idle waiting for ships which were tied up by the big strikes in England at that time.

The construction is of wood, with 144 bins. Some flaxseed is occasionally handled by this elevator. The receiving arrangement of the elevator is through eight steel legs with a capacity each of about 2,500 bushels per hour. The shipping capacity is about the same. Cleaning can be handled to the tune of about 6,000 bushels per hour, there being installed in the elevator two No. 10 Invincible Cleaners.

Steam is used as a motive power. The boiler plant is outside in a separate building and the two 75 horsepower boilers handle the load. The engines are most peculiarly placed. Instead of being in the power house or on the ground floor of the elevator, they are placed high up, on the bin floor of the elevator, where the original slide valve engines of 75 horsepower each are today driving the elevator exactly as they were installed nearly 44 years ago. The placing of the engines "upstairs" saved a large amount of transmission machinery, no power having to be brought down save sufficient to operate the power shovels and to drive the car hauling apparatus. This power is brought down by a modern rope drive. This arrangement of engines is one of the earliest where foundations were dispensed with.

Belt drive is used except for the car-pullers above noted. Electricity is used for lighting; the internal fire protection is a Blake pump with a capacity of 700 gallons of water per minute. Steel lined wooden spouting is used throughout this elevator and the elevator legs are made of steel (or iron) and are among the first, even if not the first metal elevator legs to be constructed.

The power shovels are driven in a very novel manner and are perhaps the first and original power

shovels to be installed in any grain elevator. There are two long shafts extending nearly the whole length of the elevator and each shaft has been arranged to operate four shovels. Four winding drums are connected to each shaft by means of a cut-off coupling and when one of the shovels is



PENNSYLVANIA ELEVATOR AT CANTON, BALTIMORE, MD.

required for use, the drum is coupled to the shaft and runs with it. The shovel shafts are driven alternately in opposite directions by means of open and crossed belts which run upon pulleys quite close together but with a double clutch in between.

There is a fire alarm station on each floor of the elevator which is electrically connected with the power or boiler house, where the 700-gallon pump is located. Storage batteries operate the fire alarm and a mercury transformer has been provided by means of which the storage batteries are kept charged from the alternating lighting current. The valves between fire pump and elevator pipes are



BOAT LOADING AT SAME ELEVATOR

kept normally closed and the pump is under very slow motion all the time. Upon pressing an electric key, several of which are located in the elevator, an armature is made to drop which opens instantly the valves between fire pump and the pipes leading into the elevator.

Should an alarm of fire be given, the above action takes place upon pressing a button at any one of the several elevator fire-alarm stations. As soon as the alarm reaches the boiler-house and automatically turns on the water, an attendant at once turns in an alarm to the Pennsylvania Railroad

Fire Protection System, and that organization in turn, notifies the City of Baltimore Fire Department, provided, meanwhile, that the fire has not been already squelched, which is usually the case before a city alarm is needed. Regular weekly fire drills are held and all apparatus carefully inspected and cared for.

The elevator legs in this installation are made of steel, or of iron, and are probably among, if not actually, the very first metal elevator legs ever constructed. "They are fine legs," as the dude said about the ballet, but nevertheless the operators watch them very carefully to see that they do not become overloaded.

Grain sent up either of the eight elevator legs, any or all of them may be used for either receiving or shipping, falls into hoppers, of which there are two at each leg, and both have hopper scales under them. With this arrangement the elevators may be operated continuously and grain may be switched from one hopper to the other without stopping its flow. Thus the comparatively small hoppers of 500 bushels each are able to take care of all the grain each leg can handle. There is no need for splitting a car in this elevator, even though the hoppers at the scales are so small.

For shipping out, three spouts have been arranged on each side of the house with two more on the end next to the water. The view of the south side of the house shows the arrangement of the original spouts and also shows five places, high up, all ready for connection to the "long-Johns" should that be necessary. But as yet, the big ships are all loaded on the other side of the elevator through the three "long-Johns" shown in the picture of the north elevator. A close look at that engraving will show places all ready for attaching several more "Johns" should they be needed. These big spouts are each fitted with swinging cranes built at the very top of the house. A line is attached over sheaves at the end of the crane boom and the line brought down to the dock with the other end of the line attached to a spout. This enables the workmen to handle the "long-Johns" easily and readily.

For pulling cars, a friction drive has been taken from one of the engines on the bin floor and by means of a fine rope drive, connected vertically with a gypsy head just inside of the doors through which cars enter the elevator on the four tracks therein. Snatch blocks enable cars to be hauled in and out with the same line. The four dead-end tracks in this elevator were each intended to hold and spot four cars, but the large cars in use now permit only two cars being unloaded at the same time on each track, or eight cars in all.

Each of the legs in this elevator is driven through a friction, from which a rope leads down to the ground floor. In case of necessity, three men manning one of these ropes can stop an elevator in nine seconds or less, something very desirable indeed in case of trouble. There are very large gratings around each leg, some of them 10 to 12 inches across.

A valued souvenir in the form of a framed card, hanging upon the wall of Mr. Gering's office was shown the writer. It was never intended, when made, to be a souvenir, but it is an interesting one nevertheless. It is one of the weigh-cards used when the elevator was first started, in 1876. The card is about 4x5½ inches and was filled out at the time as follows:

NORTHERN RAILWAY ELEVATOR COMPANY.
Canton Elevator, Baltimore, Dec. 26, 1876

No. Elev't'r Leg	Initial of Car	Car No.	Grade Grain	No. Bin	Net Wt.	Remarks.
1	EL	3797	Str. C	19	24,500	
3	EL	360	Str. C	44	25,350	
5	ML	2478	MC/76	68	25,700	Hold
7	EL	581	MC/76		25,250	Hold

.....Weigher.

M=Midland. EL=Empire Line.

This interesting card sure shows some difference in the weight of carloads from what they are now-a-days! "Three-in-one," or even "four-in-one"

compared with the big carloads of now-a-days! But perhaps that 25,700 car was a monster for those days?

Men seem to stay a long time in this elevator. Only two days before my visit, a man was retired upon pension who had been continually employed in the elevator since it was erected in 1876, and several other men were, it was stated, facing unwelcome retirement because the age limit had been reached and extended as far as even war-time demands would permit or sanction.

CONVENTION CALENDAR

May 13-14.—Missouri Grain Dealers Association, Coates House, Kansas City.

May 18-19.—Oklahoma Grain Dealers Association, Oklahoma City, Okla.

May 21-22.—Texas Grain Dealers' Association, Galveston.

May 26, 27, 28.—Kansas Grain Dealers Association, Wichita, Kan.

June 21.—Wholesale Grass Seed Dealers Association, at Milwaukee.

June 22-24.—American Seed Trade Association, Milwaukee.

July.—Michigan Hay & Grain Association, Battle Creek, Mich.

July 13-15.—National Hay Association, Hotel Sinton, Cincinnati, Ohio.

October.—Grain Dealers National Association, at Minneapolis, Minn.

KANSAS CONVENTION PROGRAM

The annual meeting of the Kansas Grain Dealers Association at Wichita, May 26-28 promises to be one of the best ever held by that live organization. The subjects for discussion cover the important questions before dealers today. The opening session will be taken up with the reports of President E. Bossemeyer, Jr., and Secretary Smiley, and addresses by W. A. Chain and another speaker to be announced, on "Value of Grain Futures from a Miller's Standpoint," and "Grain Dealers Standpoint," respectively.

On Thursday morning, James N. Russell will discuss "Traveling Grain Solicitors"; E. L. Brown will handle "The Fallacy of Government Ownership of Public Utilities"; Charles Quinn will talk on "International Reconstruction."

The afternoon session will be devoted to the revision of the trade rules of the Association. On Friday morning S. R. Duckett will give the "Report and Facts Concerning the Collection of Claims"; T. A. Pribble will speak on "Telephone Rates as They Are and as They Should Be"; J. S. Hart will talk on "Grain Inspection and Weighing," and B. E. Clement will discuss "Recovery for Loss Sustained on Account of Government Price Fixing in 1917."

The last session will conclude the business of the meeting.

SOMETHING ABOUT GRAIN DOORS

The Interstate Commerce Commission in Appendix No. 4 to Docket 9009, gives the following rules to be followed in respect to grain doors:

The temporary grain doors shall be 7 feet long, and 20 to 24 inches wide, made of two courses of lumber laid lengthwise, all boards to be full length of each course, with two strips six inches wide and as long as the width of the grain door, secured as battens at each end.

The lumber shall be thoroughly seasoned and must be free from warp, rot or shakes. It may be of Norway or yellow pine, cypress, hemlock, fir, or basswood.

The lumber in each door must be of uniform thickness, must not be less than seven-eighths-inch nor more than one inch thick. It may be made of any widths of over four inches. Each longitudinal joint must be covered by a board that extends not less than two inches on each side of joints. The edges of the completed door must be straight to insure tight joints when applied to the car.

The short course must be nailed to the long course with four rows of clinched nails, 10 nails in a row, and each end strip with 12 nails, all stag-

gered and spaced, driven home and properly clinched. Where the width of lumber used make them necessary, a greater number of nails must be used to insure a strong and workmanlike job. The door, when completed, must be grain-tight, with no holes or cracks extending through the door. Clinch nails must not be less than two and one-fourth inches in length.

Each door shall be stenciled across the center: "This side out—Return to," in one and one-half inch letters, and the initials of owning railroad, in three inch letters.

On opposite side of each door shall be stenciled the initials of the owning railroad, in three inch letters, and the words, "Made by," and the name of the manufacturer, in one and one-half inch letters, full size lettering, all stenciling to be done with black stencil paint of lasting quality.

Reinforce grain doors:

(a) To prevent one grain door from bulging more than another grain door, apply one or more additional grain doors as may be required and place same horizontally on the inside, allowing such door or doors to overlap the joints between the grain doors. Leave about 10 inches space between the floor and lower edge of the lower reinforcement door. Nail reinforcement door or doors along top edge only.

(b) The grain door protection may be stiffened and tied together by means of an upright brace applied on the outside and clinch nailed and also cleated at the bottom.

Do not spike grain doors to car doorposts under any circumstances, for the reason that it causes serious delay to the man who unloads the car, causes the grain doors to be destroyed and results in damage to the car doorposts.

Height of grain door protection.—Board of doorways of the car higher than the grain in the car will level, regardless of how low the grain may be at the doorways when the loading is completed.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for April:

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	769,000	1,117,000	1,080,000	4,710,000
Corn, bus...	2,264,000	6,140,000	739,000	1,715,000
Oats, bus...	2,691,000	5,537,000	1,740,000	5,138,000
Barley, bus...	527,000	3,586,000	286,000	1,484,000
Rye, bus...	222,000	1,192,000	951,000	2,855,000
Timothy Seed, lbs.	1,212,000	3,772,000	1,735,000	4,579,000
Clover Seed, lbs.	760,000	464,000	743,000	653,000
Other Grass Seed, lbs.	1,122,000	2,981,000	1,626,000	1,392,000
Flax Seed, bus.	50,000	75,000	4,000	.....
Broom Corn, lbs.	140,000	650,000	421,000	1,141,000
Hay, tons...	8,308	26,028	1,327	8,573
Flour, bbls...	323,000	908,000	218,000	498,000

CINCINNATI—Reported by Geo. F. Munson, chief inspector of the Cincinnati Grain & Hay Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	139,200	92,400	193,200	91,200
Corn, bus...	386,400	375,600	219,600	344,400
Oats, bus...	638,000	486,900	220,000	296,000
Barley, bus...	1,300	80,600	.....	.....
Rye, bus...	2,400	34,800	2,400	32,400
Ear Corn, bus...	27,200	14,400	.....	.....
Feed, tons...	1,500	4,320	.....	.....
Hay, tons...	12,232	14,707	.....	.....

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	1,907,811	137,695	1,059,250	11,948,888
Oats, bus...	76,340	20,335	89,544	2,545
Barley, bus...	69,939	14,394	89,928	396,666
Rye, bus...	1,091,483	1,764,093	5,944,540	2,450,450
Flax Seed, bus.	111,304	385,709	10,950	35,844
Flour, bbls:				
Receipts ..	159,480	112,030	52,030	116,670
Produced ..	40,480	101,565	.....	.....

PORT WILLIAM AND PORT ARTHUR—Reported by E. A. Wisell, statistician of the Board of Grain Commissioners for Canada:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	4,234,335	2,763,656	4,493,460	9,991,424
Oats, bus...	2,331,759	1,301,827	1,378,030	579,767
Barley, bus...	654,437	1,049,963	686,425	1,197,830
Rye, bus...	98,456	85,702	290,299	159,305
Flax, bus...	50,355	93,658	39,782	193,058
Mixed Grain, lbs.	1,858,506	945,432	1,902,544	349,427

INDIANAPOLIS—Reported by secretary of the Board of Trade:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	84,500	205,000	58,500	6,250
Corn, bus...	1,080,800	2,577,000	777,000	1,222,500
Oats, bus...	1,104,000	1,171,000	918,000	615,000
Rye, bus...	19,500	20,000	15,600	.....
Hay, cars...	84	164	.....	.....
Flour, bbls...	23,919	43,772	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	2,235,600	1,198,900	2,354,400	3,609,900
Corn, bus...	550,000	1,850,000	331,250	862,500
Oats, bus...	188,700	1,482,400	178,500	1,129,500
Barley, bus...	115,500	96,000	65,000	113,100
Rye, bus...	28,600	66,000	63,800	96,800
Kafir, lbs...	448,000	328,900	217,000	224,000
Hay, tons...	29,340	29,736	13,188	10,128
Flour, bbls...	35,100	54,925	152,750	288,600

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	5,781,950	5,534,870	3,377,810	6,311,410
Corn, bus...	546,130	256,600	398,500	180,490
Oats, bus...	1,027,610	1,591,240	1,516,680	1,198,340
Barley, bus...	744,680	3,709,100	950,290	3,529,250
Rye, bus...	805,370	1,504,150	984,920	1,132,150
Flax Seed, bus.	163,500	438,720	38,430	146,220
Hay, tons...	1,361	1,319	836	291

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	134,300	211,720	299,937	260,707
Corn, bus...	722,800	443,310	783,802	167,380
Oats, bus...	1,431,900	1,027,470	1,106,812	961,915
Barley, bus...	615,440	1,880,860	137,220	753,990
Rye, bus...	378,000	517,050	464,865	1,271,560
Timothy Seed, lbs.	1,754	31,600	298,370	111,340
Clover Seed, lbs.	90,464	126,438	86,633	111,643
Flax Seed, bus.	30,360	19,060	.....	1,000
Feed, tons...	1,170	2,920	11,975	15,281
Hay, tons...	1,488	1,262	304	120
Flour, bbls...	23,160	47,832	39,266	298,762
Flour, bbls...	53,793	96,724	991,686	1,870,382

NEW ORLEANS—Reported by G. S. Colby, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	296,272	1,506,428
Corn, bus...	121,698	98,996
Oats, bus...	107,020	324,819
Barley, bus...	205,333	93,333

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	1,264,300	.....	1,240,000	.....
Corn, bus...	105,200	.....	2,000	.....
Oats, bus...	102,000	.....	106,000	.....
Barley, bus...	100,100	.....	208,000	.....
Rye, bus...	1,161,600	.....	1,185,000	.....
Timothy Seed, lbs.	402	.....	193	.....
Clover Seed, lbs.	.....	.....	470	.....
Other Grass Seed, bags.	.....	.....	.....	.....
Hay, tons...	4,199	.....	.....	.....
Flour, bbls...	214,459	.....	243,000	.....

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	370,800	104,600	290,800	109,200
Corn, bus...	937,800	2,116,650	448,300	1,559,100
Oats, bus...	89,300	804,700	729,900	770,700
Barley, bus...	37,800	64,200	40,600	63,600
Rye, bus...	78,000	63,600	94,800	75,600
Mill Feed, tons	6,320	3,520	8,690	10,101
Seeds, lbs...	360,000	.....	150,000	60,000
Broom Corn, lbs.	.....	15,000	15,000	15,000
Hay, tons...	1,040	2,800	330	460
Flour, bbls...	122,700	358,000	98,200	373,600

PHILADELPHIA—Reported by S. S. Daniels, statistician of the Commercial Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	1,146,618	4,654,073	929,397	4,097,609
Corn, bus...	219,003	248,956	8,571	177,928
Oats, bus...	79,582	875,361	.....	362,755
Barley, bus...	1,373	4,782	.....	526,895
Rye, bus...	441,904	1,442,475	481,437	1,367,308
Flour, bbls...	141,260	280,268	561,080	.....

PORTLAND, MAINE—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	1,114,436	5,952,595	963,932	7,074,491
Corn, bus...	1,441	.....	72,286	.....
Oats, bus...	.....	.....	57,572	.....
Barley, bus...	17,439	.....	270,364	.....
Rye, bus...	75,828	.....	480,049	.....

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants Exchange:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, bus...	774,994	1,336,883	458,450	565,490
Corn, bus...	1,837,550	2,214,855	713,070	1,473,505
Oats, bus...	1,804,000	3,324,000	1,095,630	2,602,290
Barley, bus...	28,800	57,600	29,170	22,205
Rye, bus...	9,900	22,000	15,730	41,150
Bran and Ship-stuffs, sacks	67,150	127,790	45,950	210,830
Hay, tons...	11,705	20,511	9,950	11,820
Flour, bbls...	149,640	325,700	148,100	385,585

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1920	1919	1920	1919
Wheat, ctls..	47,855	.....	.....	.....
Corn, ctls....	37,913	.....	.....	.....
Oats, ctls....	9,303	.....	.....	.....
Barley, ctls..	42,581	.....	.....	.....
Rye, ctls....	870	.....	.....	.....
Hay, tons....	4,228	.....	.....	.....
Flour, bbls..	82,054	.....	.....	.....



EASTERN

J. W. Gasteiger & Son have incorporated their business at Brooklyn, N. Y. The firm will handle grain, flour and hay.

A grain, feed and flour business is to be conducted at Hamburg, N. J., by the Reeve-Harden Company, which was recently incorporated there. Its capital stock is \$100,000.

A grain and feed business at Williamstown, Mass., has been purchased by Louis Rudnick and Israel Myerson. The property was formerly owned by Prescott W. and Frank E. Eaton, who operated under the name of P. W. Eaton & Co.

CANADA

E. Fontains of Sherbrooke, Que., contemplates the erection of a flour and grain warehouse.

The Eastern Hay & Grain Company of Moncton, N. B., is commencing the erection of a \$15,000 warehouse.

The Carey Elevator Company of St. Pierre, Man., will erect an elevator at Dufrost, Man., costing \$14,000.

Plans are in progress for the erection of a \$20,000 grain elevator at Idlerton, Ont., by the Idlerton Farmers Club.

The Farmers Elevator & Supply Company of Unionville, Ont., has been incorporated with a capital stock of \$20,000.

Work has been resumed on the erection of the Quaker Oats Company's elevator at Saskatoon, Sask., which will cost about \$500,000.

A \$1,000,000 elevator and flour mill is to be erected at Portage la Prairie, Man., for the Saskatchewan Co-operative Elevator Company of Regina, Sask. The elevator will have 36 grain tanks.

J. A. Mathieu, Ltd., of Ft. Frances, Ont., has been incorporated with a capital stock of \$1,000,000. The incorporators are: J. A. Mathieu, N. Mathieu, M. A. Malone and O. B. Flinders. They are incorporated to buy, sell, store and deal in grain, flour and feed and for such purpose acquire warehouse, elevators, etc.

THE DAKOTAS

A co-operative elevator company is to be organized at Wasta, S. D., for the purpose of operating a grain elevator there.

The business of the Regent Grain Company of New England, N. D., is to be conducted under the management of Harold Bowers.

The Farmers Elevator Company of Raymond, S. D., has let the contract for a 50,000-bushel elevator. A. C. Ruddy is manager.

G. J. McDonald, John A. York and James R. Brown have incorporated the Farmers Elevator Company of Sheffield, S. D. Its capital stock is \$15,000.

J. E. Erickson, L. F. Karberle and L. H. Arrendt have filed incorporation papers at Meckling, S. D., as the Farmers Union Elevator Company. Its capital stock is \$25,000.

A new elevator is under course of construction at Gettysburg, S. D., for the Farmers Elevator Company. Wm. Cartwright will have charge of the plant when it is completed.

The elevator of the Mohall Farmers Elevator Company at Mohall, N. D., is to be remodeled. New foundations, new pits and boot tanks are being put in and new machinery installed.

A grain elevator of 35,000 bushels' capacity is to be built at Sheyenne, N. D., for the Sheyenne Elevator Company. The elevator will consist of from 16 to 18 tanks. O. C. Oefstedahl is manager.

Stockholders of the elevator company at Kingsburg, S. D., are making plans for the erection of an elevator to replace the one destroyed recently by fire. The company's loss through the fire amounted to \$12,000.

The stock of grain and coal of the Andrews Grain Company located at Sykeston, N. D., has been purchased by O. J. Lundby. He has leased the grain company's elevator and equipment and will have two houses running this season.

The following South Dakota concerns have equipped their elevators with Trapp Combination Truck and Wagon Dumps: A. J. Murphy of Carthage; Broadland Equity Union Exchange; Madison Mill & Grain Company, Colman; Rutland Farmers Elevator Company, Rutland; Sun Prairie

Elevator Company, Unityville; Farmers Elevator Company, Cresbard; Ketcham & Son, Madison; Farmers Elevator Company, Colton; Farmers Elevator Company, Humboldt; Hoese & Leuth Grain Company, Unityville. Trapp Auto Truck Dumps have been installed in the following South Dakota elevators: Rundel & Rundel of Hurley; Farmers Elevator Company, Chester; Farmers Elevator Company, Rosholt.

INDIANA

A company is being organized at Butlerville, Ind., to build a 25,000-bushel elevator.

A new tile elevator is to be erected at Colfax, Ind., for the Colfax Grain Company.

A notice of dissolution has been filed by the Farmers Elevator Company of Trafalgar, Ind.

An elevator company has been organized to operate at Knox, Ind. Its capital stock is \$50,000.

A reinforced concrete house is to be erected at Carlos, Ind., replacing the elevator which burned.

Albert C. Lockridge's elevator at Roachdale, Ind., is being repaired. New machinery is being installed.

The old elevator of the Boswell (Ind.) Grain Company is being torn down and coal bins are to be erected.

The Farmers Equity Association, recently organized at New Haven, Ind., will build a new elevator there.

An 80,000-bushel elevator at LaCrosse, Ind., has been purchased by Chatterton & Son. They will operate it.

The Nathan Grain Company of Fort Wayne, Ind., has leased the elevator of J. Keller & Co., of Kendallville, Ind.

The capital stock of the Farmers Elevator Company operating at Franklin, Ind., has been increased from \$125,000 to \$150,000.

Washburn & Greenwood have disposed of their elevator at Remington, Ind., to Evans & Wilkinson. Price was named at \$45,000.

A Trapp Combination Truck and Wagon Dump has been installed in the elevator of the Logansport Elevator Company of Logansport, Ind.

A brokerage business in grain, coal and feed and flour is to be conducted at Crawfordsville, Ind., by Ed Lee & Son. They sold their Monon Elevator to the Co-operative Grain & Supply Company.

Edwin C. Price, Albert C. Hensley and Frank Toney are the directors of the recently incorporated Farmers National Grain Company of Richmond, Ind. The firm will conduct a grain elevator.

The elevator at Peabody, Ind., has been purchased by the Peabody Co-operative Farmers Association for the consideration of \$50,000. The company also owns elevators at South Whately and Raber.

The grain elevators of W. J. Anderson & Son at Milton, Beesons Station and Bentonville, Ind., have been sold to Cain, Snyder & Stone of Connersville. They have also sold their coal yards at Milton and Bentonville.

Jack McComas and Chas. Gerry have purchased the elevators of the Darlington Grain & Seed Company at Darlington, Ind., and at Bowers and the site of the one at Garfield, which burned. Consideration was \$60,000.

The high cost of building has prevented the erection of the grain elevator which the Farmers Co-operative Elevator Company of Flatrock Township had planned. The elevator was to have been built at St. Louis Crossing, Ind.

The elevator of the Carlisle Elevator Company of Carlisle, Ind., has been purchased by Harry D. White and Owen Wilkinson. The new firm will operate as White & Wilkinson. They will enlarge the elevator and install a flour mill.

The Raber (r. f. d. Columbia City) Ind., elevators, shipping pens, hay warehouse, coal yard, etc., of the Crowell Grain Company have been purchased by the Raber Co-operative Shipping Association. Consideration was \$21,000. The Crowell Grain Company is owned by Oscar Crowell and John Kunberger. The Crowell firm retains its elevator and grain and seed store business in Columbia City.

The following Indiana companies have equipped their plants with The Improved Economy Cracked Corn Separator and Grader: C. E. Nichols Company of Lowell; B. C. Curry, Bloomington; Jones Bros.

of West Lebanon; Hargrave Bros., Russellville; the Orleans Milling Company, Orleans; The Campbellsburg Milling Company of Campbellsburg; Wm. Fisher, Needham and Goodrich Bros. of Boon Grove.

The Cyclone (Ind.) Elevator has been purchased from the Lafayette Grain Company by C. A. Stevenson, Dr. Guy Bergen and W. Brown of Frankfort, Ind. The elevator has a capacity of 70,000 bushels. The new owners will also handle complete line of feeds, etc.

Grant Owens, Martin Gerke and John H. Blakey are the directors of the recently incorporated Adams County Equity Exchange of Decatur, Adams County, Ind. Capital stock is \$50,000. The firm will deal in grain products and farm products.

The Herr Grain & Supply Company has been incorporated by the Farmers Federation of Perry & Harrison Townships, Boone County, Ind. The company is capitalized at \$60,000. The firm will buy or build a grain elevator at Herr Station.

The Clifford Grain Company will be incorporated to operate at Clifford, Ind. Capital stock \$20,000. The firm will buy the Newsom Elevator at Clifford, Ind. Perry King is president; Wm. Armuth, vice-president and A. C. Newton, secretary-treasurer of the firm.

WESTERN

An addition is to be erected to the elevator of H. P. Mohr at Pleasanton, Calif.

The San Jon, N. M., elevator of the Clovis Mill & Elevator Company has been sold to R. C. Mundell.

The Union Flouring Mill Company of Union, Ore., is erecting a bulk grain elevator of 60,000 bushels capacity.

A new elevator is to be erected at Rosalia, Wash., for the Rosalia Supply Company. A chop mill will also be installed.

The Northern Grain & Warehouse Company of Portland, Ore., has made plans for increasing its capital stock from \$300,000 to \$1,200,000.

An elevator consisting of 23 concrete tanks of 400,000 bushels' capacity is to be erected for the Centennial Mill Company of Seattle, Wash.

Robt. Maguire, J. P. Winter and W. H. Maguire have incorporated the Western Grain Company at Salem, Ore. Its capital stock amounts to \$330,000.

The Pioneer Flouring Mill Company of Island City, Ore., is to erect a grain elevator for handling bulk grain of from 40,000 to 60,000 bushels' capacity.

C. M. Hardy, J. J. Connor and Frank M. Snyder have incorporated the Heyburn Produce & Grain Company of Heyburn, Idaho. Its capital stock is \$20,000.

An elevator is to be erected at Solano, N. M., for the Farmers Mill & Elevator Company, which was recently incorporated there. A mill is now under erection.

J. C. Nelson and M. Shore have disposed of their grain business at Havener, N. M. They recently purchased the elevator from the Clovis Mill & Elevator Company.

The Edwall Grain Company has been incorporated at Edwall, Wash. O. A. Thorpe, F. A. Haulon and John Bertz are interested. The capital stock of the firm is \$25,000.

A syndicate of wheat growers has purchased a site of land on the water front at Astoria, Ore., and will improve the property with a modern grain elevator and probably a flouring mill.

The Tri-State Terminal Company has made plans for the erection of a modern grain elevator at Haines, Ore. The plant will cost about \$30,000 and will have a capacity of 45,000 bushels.

A grain and real estate company has been organized at Oakdale, Calif., by T. M. Maxwell, S. S. Stewart and H. E. Sandoval. The firm will represent the Frank A. Guernsey Grain Company of Stockton at Oakdale.

Lorenzo Mangleson is president; R. H. Gardiner, vice-president; Geo. Francom, treasurer and Neils Lunstien, secretary of the recently incorporated Levan Mill & Elevator Company of Levan, Utah. The capital stock of the firm is \$20,000.

Trapp Combination Truck and Wagon Dumps have been installed in the elevators of the following: Julesburg Milling Company of Julesburg, Colo.; Peetz Farmers Co-operative Company, Peetz, Colo.; Wray Mills Company, Wray, Colo.; Farmers

Union Co-operative Elevator Company at Laird and Wray, Colo.; Farmers Co-operative Exchange & Manufacturing Company of Yuma, Colo., at Yuma, Hyde and Schramm; Farmers Co-operative Elevator Company of Julesburg, Colo.; D. E. Hughes of Moscow, Idaho; Farmers Co-operative Elevator Company of Fleming, Colo.; Hansen Elevator Company, Hansen, Idaho; The Kimberly Elevator, Kimberly, Idaho; Twin Falls Flour Mills, Twin Falls, Idaho; Filer Elevator, Filer, Idaho; Buhl Elevator, Buhl, Idaho.

SOUTHERN AND SOUTHWESTERN

Improvements are being made to the elevator of L. L. Thorp at Ryan, Okla.

The Oneida Hay & Grain Company was recently organized at Oneida, Tenn.

Farmers around Summersfield, Texas, are contemplating the erection of a grain elevator.

An annex is to be erected to the elevator of the Wichita Milling Company of Verden, Okla.

A 25,000-bushel elevator is being erected at Inola, Okla., for the Inola Farm Elevator Company.

The elevator of J. T. Shaw at Enid, Okla., which burned, is to be rebuilt. Loss amounted to \$215,000.

An elevator is to be erected at Louisville, Ky., for the Kentucky Feed & Grain Company. It will cost \$20,000.

A concrete office and scale building is to be erected at Vernon, Texas, for the Sewell Grain & Fuel Company.

The Donahoe Bros. of Ponca City, Okla., have sold their Bliss, Okla., elevator to the Bliss Co-operative Grain Company.

The Brandon Grain Company of Marianna and Greenville, Fla., will erect a new grain elevator at Moore Haven, Fla.

The plant of the Mesquite Mill & Elevator Company at Umbarger, Texas, has been completed. M. Bennett is manager.

A grain and feed business has been opened at Trinity, Texas, by G. C. Waller and O. K. Dunlap as G. C. Walker & Co.

The Canadian Milling & Elevator Company's elevator at Piedmont, Okla., has been purchased by the Piedmont Grain Company.

The capital stock of the Dewey Mill & Grain Company operating at Dewey, Okla., has been increased from \$25,000 to \$50,000.

Marshall Mote has purchased and will install in his plant at Memphis, Tenn., an Improved Economy Cracked Corn Separator and Grader.

The elevator of the Blackwell Mill & Elevator Company at Ellis (Breckinridge p. o.), Okla., is to be enlarged and equipped with auto truck dumps.

The Lack-Redford Elevator Company, of which F. E. Lack is president, is succeeded at Louisville, Ky., by the Kentucky Elevator & Grain Company.

The Farmers Union of Rusk (mail Fairview), Okla., has purchased the Cox-Henry Elevator. The farmers organization will conduct it on a co-operative basis.

The Price & Lorenz Elevator and grain business at Cordell, Okla., has been purchased by the Farmers Co-operative Association. The price paid was \$17,000.

A grain elevator is to be erected at Panhandle, Texas, for C. P. Russ, Joe Rorex and T. M. Cleek. The capital stock of the firm which they have organized is \$10,000.

A new 200,000-bushel elevator is to be erected at Shawnee, Okla., for the Shawnee Milling Company. The contract has been let. The headhouse and overhead bins will have a capacity of 90,000 bushels.

The place formerly occupied by the H. F. Tillman Grain Company at Valdosta, Ga., has been purchased by the Merchants Grocery Company and has been remodeled to meet the requirements of the new owners.

W. M. Randels of Dacoma, Okla., has equipped his elevators at Dacoma and Nash with Trapp Auto Truck Dumps; similar dumps have also been installed in the elevators of W. B. Johnston of Pond Creek, Okla.; Home Grain Company of Nash, Okla.; Wichita Mill & Elevator Company at Grandfield, Okla.; Wichita Falls and Olney, Texas; Farmers Grain Company, Pond Creek, Okla.; Equity Exchange, Nash, Okla.; M. C. McCafferty, Calumet and Hydro, Okla.; Wheeler Bros. of Watonga, Okla.; A. J. Esch, Tonkoda, Okla.; Wheeler Grain Company, Weatherford (two); Hennessey Flour Mills, Hennessey, Okla.; Lillard Milling Company, Decatur, Texas; Hillsdale Equity Exchange, Hillsdale, Okla.; Red Star Milling Company in elevators at Medford, Wakita and Gibbon, Okla.; R. L. Cole & Co., at Krum, Texas. The elevators of the following have been equipped with Trapp Combination Truck and Wagon Dumps: J. W. Weister & Co., Rico, Texas; G. B. R. Smith Milling Company, Sherman, Texas; Red Star Milling Company, Cherokee, Okla.; A. Liske & Co., Spearman, Texas; Farmers Co-opera-

tive Grain Company, Mazie, Okla.; Harvest Queen Milling Company, Plainview, Texas; Farmers Co-operative Association, Okarchee, Okla.; Harry Hunter Grain Company, Okarchee, Okla.

Capitalized at \$10,000 the Hudson Grain Company has been incorporated at Eagle Lake, Texas. C. M. Carter, J. F. Hudson and Mary Buell Carter are interested.

The Abbott-Gwaltney Company, Inc., has been incorporated at Norfolk, Va., to engage in the grain, feed and flour business. It has paid in capital stock of \$30,000.

R. N. Brittan, A. P. Atherton and Anton Thomas are named as the incorporators of the Waukomis Co-operative Elevator Company of Waukomis, Okla. Its capital stock is \$25,000.

The Tulsa Farmers Co-operative Company of Tulsa, Okla., has increased its capital stock from \$10,000 to \$200,000. The firm will erect a grain elevator and 300-barrel mill.

The Lenapah Grain & Hay Company's elevators at Lenapah and Delaware, Okla., have been purchased by the Farmers Co-operative Grain Company. Possession is to be given June 1.

Articles of incorporation have been filed at Lubbock, Texas, by the Lubbock Grain & Coal Company. Its capital is \$30,000. W. K. Dickinson, Sr., J. R. Quick and B. C. Dickinson are interested.

A grain elevator is being erected at Greenview (Miller Grove p. o.), Texas, for the Stark Grain Company of Plano, Texas, at a cost of \$16,000. The plant will be under the management of L. B. Stark.

The elevator of the Granite City Grain Company at Granite, Okla., has been purchased by the Farmers Co-operative Elevator Company of Mangum. The elevator has been operated by Hester & Coffey.

On June 1 the City Flour & Grain Company will go into business at Gaffney, S. C. The firm will handle grain, flour and feedstuffs, wholesale and retail. A. B. Kirby and H. Allen Tate are interested in the new concern.

The Short & Haynes Elevator and Mill at Durant, Okla., has been purchased by Collier & Dickey. It has been operated under lease by the Durant Grain & Elevator Company for three years. The new owners will do a grain and jobbing business under the firm name of Collier & Dickey Milling Company.

MINNESOTA AND WISCONSIN

A grain elevator is to be erected at Jasper, Minn., for the Atlas Elevator Company.

J. Fitzpatrick has charge of the operations of the Hubbard & Palmer Elevator at Avoca, Minn.

The Farmers Co-operative Elevator Company has been incorporated at Alvarado, Minn. Its capital stock is \$100,000.

The elevator at Elk Mound, Wis., is undergoing improvements. The house is to be enlarged and the structure painted.

Efforts are being made to interest farmers around Coleman, Wis., in the erection of a grain elevator and produce warehouse there.

The Waldorf Farmers Co-operative Elevator Company has been incorporated at Waldorf, Minn., to either buy or build a grain elevator.

The organization has been completed of the Farmers Co-operative Elevator Company of Callaway, Minn. H. Lundeen is president.

Extensive improvements are to be made to the elevator of the Greenwald Elevator Company of Greenwald, Minn. Fred Zirske is proprietor.

Feed grinding machinery is to be installed at the plant of the Delano Farmers Co-operative Elevator Company of Delano, Minn. W. P. Morgan is manager.

The Wisconsin Cereal Mill Company has started work on the construction of a modern grain elevator at Boyceville, Wis. It will be operated by electricity.

The Commander Elevator at Cleveland, Minn., is to be operated under the management of Ivan Hankins. He was formerly in charge of an elevator at Arco, Minn.

The Farmers Grain & Mercantile Company of Round Lake, Minn., has purchased a Trapp Combination Truck and Wagon Dump to be installed in its plant there.

Capitalized at \$25,000, the Valders Elevator Company has been incorporated at Valders, Wis. Adolph Otto, Lars Balestad and E. C. Jacob are interested in the firm.

One of the two elevators of the Wolverton (Minn.) Elevator Company has been moved to site adjoining the one and both establishments will be conducted under one roof.

M. B. Goff, P. Hogan, N. Thiel and E. Delchambre have incorporated the Door County Produce Company of Sturgeon Bay, Wis., capitalized at \$25,000. The firm will deal in grain, feed, hay, flour, etc., on a co-operative basis.

The Wells Farmers Elevator Company of Wells, Minn., has made plans for making extensive additions and improvements to its elevator this sum-

mer. A flour and feed shed is to be erected then. The barn, which the organization recently bought, is to be remodeled and fitted with coal elevators, portable conveyors and unloaders.

A cribbed annex is to be erected to the elevator of the Barrett (Minn.) Grain Company. The plant will be equipped with elevator and conveying machinery and motor. An office, engine room and coal shed is also to be built.

The capital stock of the Schultz Bros. Company, operating at Sheboygan, Wis., has been increased from \$110,000 to \$200,000. The firm conducts a grain, feed, flour and hay business. H. L. Schultz is president and Herman C. Lindeke, secretary-treasurer of firm.

Extensive improvements are being made to the elevator of the Argyle (Minn.) Farmers Grain Company. A concrete foundation is being put under the building and a new pit will be made; new scales will be installed and a new engine house built and the office remodeled.

G. S. Livermore's elevator and property at Ringsted, Iowa, has been purchased by the Ringsted Farmers Elevator Company. The farmers had previously intended building a large addition to their local elevator increasing its capacity to 50,000 bushels but purchased the Livermore Elevator instead of building.

MISSOURI, KANSAS AND NEBRASKA

Albert Dunning has sold his Osceola, Neb., elevator to S. Johnson of Omaha.

A new elevator is to be erected at Blackburn, Mo., for the Farmers Elevator Association.

A grain elevator is to be erected at Osage City, Mo. for the J. M. Hays Elevator Company.

The Farmers Co-operative Elevator Company is erecting a new elevator at Rhineland, Mo.

A 10,000-bushel elevator is to be erected at Eskridge, Kan., for the United Elevator Company.

The W. J. Dyer Elevator and grain business at La Cygne, Kan., is now owned by T. B. Nisely.

A concrete elevator costing \$12,000 is to be erected at Zeandale, Kan., for the Farmers Union.

Capitalized at \$15,000, the Linton Christy Grain Company has been incorporated at Wichita, Kan.

Capitalized at \$11,500, the Clarence Grain Company has been chartered to operate at Clarence, Mo.

H. O. Ohlde and C. Rabe are interested in the formation of a farmers elevator company at Palmer, Kan.

Capitalized at \$15,000, the Farmers Elevator & Trading Company has been incorporated at Green Ridge, Mo.

The buildings at Nevada, Mo., which the Mead Grain Company recently purchased are to be remodeled.

The elevator of D. Wort's at Buda, Neb., is to be wrecked and replaced by a new and up-to-date establishment.

The elevator of the Farmers Union at Gladstone, Neb., is to be remodeled. A Fairbanks-Morse Engine will be installed.

The license of the Hern's Mill & Elevator Company of Hutchinson, Kan., was revoked by order of the Food Administration.

A farmers co-operative elevator company has been organized at Maitland, Mo., capitalized at \$20,000, to operate an elevator there.

Residents of Dutzow, Mo., have incorporated the Producers Grain Company, No. 72. The capital stock of the firm is \$10,000.

A 15,000-bushel elevator and new mill is to be erected at Altenburg, Mo., for C. G. Mueller & Sons. The old plant burned.

The E. Stockham Grain Company of Omaha, Neb., has purchased the plant of the Wood River Elevator Company of Wood River, Neb.

A new elevator is to be erected at Bloomfield, Neb., for the Farmers Co-operative Company. J. A. Hanson is manager of the firm.

The Farmers Elevator Company, Co-operative Association No. 66 has been incorporated at Gerald, Mo. Its capital stock is \$15,000.

A new 40,000-bushel elevator is to be erected at Albany, Mo., for the Farmers Elevator Company. The new structure will be of hollow tile.

A grain elevator is to be erected at Princeton, Mo., for the Mercer County Division of the Farmers Educational & Co-operative Union of America.

A grain elevator to be conducted on a co-operative basis, is to be erected at McGirk, Mo., for W. W. Miller, C. C. Siebert and Henry Hagemeyer, Jr.

The Wilmet-Pearce Grain Company has established its headquarters at Edna, Kan. The firm will buy grain at Chetopa, Bartlett, Elm and Valeda.

Articles of incorporation have been filed by the Nashville Grain & Supply Company which will operate at Nashville, Kan., capitalized at \$20,000.

J. B. McClure is president and F. W. Kath, secretary-treasurer of the recently organized La Crosse Mill, Grain & Ice Company of La Crosse,

Kan. Its capital stock is \$100,000. The firm has purchased the plant of the McClure-Kaths Mill and will enlarge it.

A new elevator may be erected at Bigelow, Mo., for the farmers. However, they may purchase the elevator there owned by the Bigelow Grain Company.

The elevator of the Woodston Mercantile & Shipping Association at Woodston, Kan., has been sold by the sheriff. Consideration is named at \$16,000.

An interest in the Delia Elevator at Whiteside, Mo., has been purchased by W. A. Magrude, who has been manager of the Whiteside Elevator for several years.

A brick building at Carrollton, Mo., has been purchased by the Farmers Grain & Supply Company. New offices will be built and a new 20-ton platform scale installed.

S. H. McCullough, W. T. Harris, and Bert Tamsey have incorporated the Farmers Grain, Livestock & Mercantile Company of Solomon, Kan. Its capital stock is \$25,000.

A charter has been granted the Farmers Produce & Grain Company, Co-operative Association, No. 51. The firm will operate at Hamilton, Mo., and is capitalized at \$20,000.

The contract has been let by the Farmers Union Mercantile Company of Norborne, Mo., for a 20,000-bushel warehouse. Construction work has been started. It will be of tile and concrete.

The plant of the L. H. Pettit Grain Company at Hutchinson, Kan., is being repaired and overhauled. A new wagon dump is being installed and facilities for dumping the grain from the railroad cars are being arranged.

The Associated Mill & Elevator Company has broken ground for a 10,000-bushel elevator at Thayer, Kan.; it will also erect a 20,000-bushel elevator at Garnett, Kan., where it is building a 200-barrel flour mill.

An additional grain storage house of 100,000 bushels' capacity is to be erected at Lyons, Kan., for the Central Kansas Milling Company. The Burrell Engineering & Construction Company has the contract for the work.

The elevator and stock of the Kansas Central Elevator Company of Leavenworth, Kan., has been purchased by the Moore-Lawless Grain Company. The firm will erect a large concrete elevator in connection with the property acquired.

Leypoldt & Pennington Company's elevator at Ogallala, Neb., is being remodeled and capacity increased to 30,000 bushels. New scales, dumps, motors, cleaner and feed grinder is being installed. The office is being remodeled and enlarged.

A new 20,000-bushel elevator is to be erected at Larned, Kan., for the Keystone Mill. It will be 80 feet high and 30 feet in diameter. The firm with the combined storage of three elevators will have storage facilities for 175,000 bushels.

The J. C. Burrell Company has the contract from the Roscoe Co-operative Association of Roscoe, Neb., for a 30,000-bushel elevator costing \$30,000. A Fairbanks-Morse Engine, hopper scale, dump and Monitor Cleaner and Clipper is to be installed.

Walter S. Owen and W. W. White of Keytesville, Mo., has purchased the grain elevator and business of the Halliburton Grain Company at Brunswick, Mo. The business will be conducted under the firm name of the Brunswick Grain Company. Walter Owen will have charge. Mr. White will have charge of the Keytesville elevator of the firm.

The Hord Grain & Cattle Company of Central City, Neb., has changed its name to that of the Hord Company. It is capitalized at \$1,000,000. Heber Hord is president; S. M. Hord, vice-president; Geo. P. Bissell, secretary; Geo. E. Locke, treasurer and assistant secretary. The firm has elevators located at Chapman, Central City and Heber Siding.

The property and mill of the Chamois Milling Company at Chamois, Mo., has been purchased by H. J. Dulle, Jr., and F. P. Meyer of the John F. Meyer & Sons Milling Company. They are building a new 50,000-bushel elevator and warehouse. The firm name will be the Dulle-Meyer Milling Company. The capital stock of the firm will be increased.

Trapp Auto Truck Dumps have been installed in the elevators of the following concerns: Davidson Grain Company of Macksville, Kan.; Lyons Milling Company of Lyons, Kan. (two); Vance Grain Company of Kiowa, Kan.; Sutton Farmers Grain & Stock Company, Sutton, Neb.; Sheldon Manufacturing Company, Nehawka, Neb.; Hogan Milling Company, Junction City, Kan.; Enns Milling Company, Inman, Kan.; Buhler Mill & Elevator Company, Buhler, Kan.; Hoffman Mills, Detroit, Kan.; Snell Mill & Grain Company, Clay Center, Kan. The following have bought Trapp Combination Truck and Wagon Dumps: Arkansas City Milling Company of Hardtner, Kan.; Blair Milling Company, Atchison, Kan.; Sweet Springs Milling Com-

pany, Sweet Springs, Mo.; Moundridge Milling Company, Moundridge, Kan.; Koehler Twidale Elevator Company, Haigler, Neb.; Red Star Milling Company, Kiowa, Kan.

ILLINOIS

A new farmers elevator is being erected at Fillmore, Ill.

J. B. Martin has purchased the elevator of Wm. Davis at Dunn (Duncanville p. o.), Ill.

A company has been organized by farmers at Witt, Ill., to erect and operate a grain elevator.

The grain and feed business of A. C. Fuller at Arthur, Ill., has been purchased by John Troy.

Farmers around Woodford (Minonk p. o.), Ill., have organized a co-operative elevator company.

Geo. Schroeder has purchased the elevator of the Cummings Grain Company located at Chebanse, Ill.

The W. C. Brokaw Elevators at Princeton and Walnut, Ill., have been purchased by L. F. Spaulding.

A concrete elevator costing \$18,500 is to be erected at Plymouth, Ill., for the Farmers Elevator Company.

The elevator of the Farmers Grain Company at Pekin, Ill., is being repaired. James Heck is manager.

The Monticello Grain Company of Monticello, Ill., is installing a 10-ton Fairbanks-Morse Auto Truck Scale.

Hight & Cline of Decatur, Ill., recently leased the elevator at Sloan, Ill., formerly operated by Steven & Freeman.

A storehouse is to be built on the site of the old elevator of the Co-operative Elevator Company of Galva, Ill.

The elevator of M. Kleinschrodt & Son at Morrison, Ill., is being remodeled. A modern feed mill is being installed.

Victor Dewein has sold his elevator at Warrensburg, Ill., to Chas. H. Faith. It will be operated by his son, W. A. Faith.

J. H. McCune has sold out his grain interests at Ipava, Ill., and is now devoting his entire time to his lumber business.

A 15-horsepower Fairbanks-Morse Engine has been installed in the plant of the Bollman Grain & Coal Company of Manlius, Ill.

A new warehouse is to be erected at Stonington, Ill., by the Young Bros. Grain Company. A 10-ton truck scale is also to be installed.

Chas. Mitchell of Ashmore, Ill., has sold his elevator there to an organization of 76 farmers. A. J. Dayley was manager of the plant.

The Cadwell, Ill., elevators of Dr. T. G. Wells have been sold to John Craig. They will be operated under the name of the Craig Bros.

Mr. Bonges is no longer with the Hatton Grain Company of La Salle, Ill., J. W. Hatton will continue the business under the same name.

McDavitt & Rose of Allendale, Ill., and C. E. Davis of Sullivan and Cushman have traded their grain interests and properties, at these towns.

The elevator of A. B. Curtis at Prairie City, Ill., is being remodeled. New equipment including motors, corn cracker and truck dump is being installed.

The old elevator of the Tabor (Ill.) Co-operative Grain Company has been sold at auction. The grain company will erect a new elevator of 65,000 bushels' capacity.

Koehn & Wilber's elevators at Tomlinson (Rantoul p. o.), and Prospect (no p. o.), Ill., have been purchased by the Tomlinson Co-operative Grain Company.

The Lisbon Center (mail Millington, Ill.) Elevator of Jeter & Boston has been sold to the Farmers Co-operative Grain & Supply Company. Possession was given on May 1.

The contract has been let for additional storage and bin rooms, new foundations, galvanized siding and roofing and new equipment by the Farmers Elevator Company of Fairland, Ill. The machinery will cost \$18,000.

The capital stock of the Mendota Co-operative Elevator & Supply Company of Mendota, Ill., has been increased from \$6,000 to \$50,000. Its name has also been changed to the Mendota Farmers Co-operative Supply Company.

T. A. Hanschel has taken over the business of the Western Grains & Feed Company of Chicago, Ill. The firm has been dissolved. Mr. Hauschel was one of the original incorporators of the firm in 1904 and has been executive manager since then.

Sowers & Bollen of Geneseo, Ill., has purchased a Trapp Auto Truck Dump to be installed in their elevator located there; the Morris Grain Company of Morris, Ill., has equipped its elevator with a Trapp Combination Truck and Wagon Dump.

The capital stock of the Farmers Elevator Company, at Dwight, Ill., has been increased from \$15,000 to \$45,000. The company has been re-

organized and hereafter will operate as the Co-operative Farmers Elevator Company. Frank Gibbons is treasurer and manager of the firm.

C. N. Strong's elevator at Lostant, Ill., has been purchased by Henry Linder. Mr. Strong will go to Earlville and engage in the grain business with his brother, R. A. Strong.

Farmers in the vicinity of Edwards, Peoria County, Ill., have organized into a co-operative elevator company. Plans are being made for the erection of an elevator there.

A 30,000-bushel cribbed elevator is to be constructed at Esmond, Ill., for the Farmers Grain Company. New coal and feed sheds are also to be built. J. W. Campbell is manager.

J. J. Winn, Wm. Graham, T. B. Abens, M. N. Stell and others have incorporated the Farmers Co-operative Elevator Company of North Aurora, Ill. The capital stock of the firm is \$20,000.

A new elevator is to be constructed at St. David, Ill., by the farmers of that vicinity. The plant will be of concrete construction and will be equipped with modern weighing and dumping devices.

The plant of R. Hawkin at Cowden, Ill., has been equipped with an Improved Economy Cracked Corn Separator and Grader manufactured by The Linkhart Manufacturing Company of Mt. Vernon, Ind.

Geo. I. Ewing, L. M. Davis, Edw. L. Scott, P. C. Ranney and L. G. Duncan have filed articles of incorporation as the Seaton Farmers Grain Co-operative Company of Seaton, Ill. Its capital stock is \$15,000.

The Farmers Elevator Company took possession on May 1 of the elevator and business of J. H. Merten which he conducted at Brighton, Ill., under the firm name of the Brighton Grain, Flour & Feed Company.

The Farmers Elevator Company of Blue Mound, Ill., has erected a new 30,000-bushel elevator. It is equipped with a Fairbanks-Morse Engine; sheller, cleaner, transmission machinery, two stands of elevators, 10-ton Howe Sonander Scale, etc. The plant cost \$10,000.

IOWA

A grain elevator is to be constructed at Percival, Iowa, for the farmers of that town.

The capital stock of the Blainstown (Iowa) Grain Company is to be increased to \$25,000.

The elevator at Stuart, Iowa, is to be remodeled by N. Wildman, proprietor, in a short time.

The capital stock of the Grundy Center (Iowa) Farmers Elevator Company is to be increased.

Farmers around Packard, Bartlett County, Iowa, have organized a co-operative elevator company there.

A two-story building, 32x60 feet, is to be erected at Anita, Iowa, for the Farmers Co-operative Elevator Company.

J. F. Gamediger of the Farmers Elevator has purchased the Tierney & Ahmann Elevator at Remsen, Iowa.

A new elevator is to be built at Manson, Iowa, for the Farmers Elevator Company of which M. Higgins is manager.

Remodeling is to be done to the elevator of the Hunting Elevator Company at Carpenter, Iowa. An engine is to be installed.

P. C. Jergenson and Geo. Moulton have incorporated the Farmers Elevator Company and will operate at Ledyard, Iowa.

Articles of incorporation have been filed at Elkhorn, Iowa, for the Farmers Co-operative Elevator Company. Capital is \$50,000.

A vitrified tile elevator of 40,000 bushels' capacity is to be erected at Tara (Ft. Dodge p. o.), Iowa, for Henry W. Lex of Ft. Dodge.

L. E. Baughman's elevator at Judd, Iowa, has been purchased by H. F. Adams. He was formerly with the West Bros. Grain Company.

Farmers have organized a co-operative association at Raymond, Iowa. They have purchased the elevator of P. J. O'Connor & Sons.

The Ranney Grain & Coal Company has leased the old elevator of W. J. Skewis at Sioux Rapids, Iowa. C. O. Ranney is manager.

An elevator company has been organized at Bradgate, Iowa, by the farmers there. The firm will either build or buy a grain elevator. Its capital stock is \$35,000.

A 130,000-bushel reinforced concrete elevator is to be erected at Des Moines, Iowa, for the Iowa Corn Products Company. A 500-bushel grain drier is to be installed.

The elevator of the Alley Grain Company of Lineville, Iowa, has been purchased by the Lineville Elevator Company. J. L. Jones has been retained as manager. Repairs are to be made to the elevator and coal sheds built.

The new 40,000-bushel elevator of the Ladora Grain & Lumber Company at Ladora, Iowa, is nearly completed. A new seed warehouse is also to be

built. The elevator will be equipped with oil engine, two motors, seed cleaner, manlift, Fairbanks Automatic Scale, one leg with steel casing.

The elevator and stock business at Otley, Iowa, has been purchased by the Farmers Co-operative & Shipping Association. Consideration was \$20,500.

The Central Iowa Grain Company of Des Moines, Iowa, has sold out to the Kelley Grain Company, Iowa. The firm is capitalized at \$40,000.

The Farmers Elevator Company of Grand View, Iowa, has remodeled its elevator. A manlift, Fairbanks-Morse Automatic Scale and other machinery is being installed.

The Co-operative Livestock & Grain Company of Boone, Iowa, has let the contract for a corn shelling plant of 5,000 bushels' capacity. A Western Sheller, cleaner and manlift will be installed.

H. Miller, H. W. Flinniken, Warren Shrock have incorporated the Le Grand Elevator Company of Le Grand, Iowa. The firm will deal in grain, feed, flour, etc., and is capitalized at \$15,000.

B. J. Black is president and E. B. Thomas, secretary of the Audubon Co-operative Exchange of Audubon, Iowa, which has recently purchased the Updike Elevator there for the consideration of \$15,000.

Wm. H. and Chas. H. Mathews have sold out their interest in the Gifford-Mathews Company, a grain company of Cedar Rapids, Iowa, to L. W. Gifford. He will continue the business under the name of the Gifford Grain Company.

The following Iowa companies have equipped their elevators with Trapp Auto Truck Dumps: Ristvedt & Smith of Story City; F. C. Sigler of Indianola; W. H. Harbor Estate, Henderson; Sioux Valley Oil Company, Hawarden; Farmers Grain & Coal Company, Pocahontas.

OHIO AND MICHIGAN

Capitalized at \$10,000 the Okemos Elevator Company has been incorporated at Okemos, Mich.

The Sand Lake Farmers Co-operative Company has purchased the elevator of Goul & Son at Sand Lake, Mich.

A warehouse of from 15,000 to 20,000 bushels' capacity is to be built at Mansfield, Ohio, for Carpenter & Ross.

The capital stock of the Liberty Center (Ohio) Grain & Stock Company has been increased from \$15,000 to \$50,000.

A grain elevator company has been organized at Hyattsville (r. f. d. Powell), Ohio. The firm will build an elevator.

The Farmers Elevator Company has been incorporated at McComb, Ohio. J. T. Crites is president and H. Berlin, secretary.

The Van Wert, Ohio, elevator of Brandt & Hallerbaugh has been purchased by those interested in the Grover Hill Grain Company.

The capital stock of the Republic Mercantile & Elevator Company of Republic, Ohio, has been increased from \$10,000 to \$15,000.

The capital stock of the Hoytville Grain Company which operates at Hoytville, Ohio, has been increased from \$12,000 to \$40,000.

An elevator of concrete construction and costing \$40,000 is to be erected at Galion, Ohio, for the Galion Equity Exchange Company.

The Forest Farmers Exchange has been organized at Forest, Ohio. The exchange will incorporate capitalized at \$50,000, it is reported.

A Farmers' Co-operative Grain Elevator Company has been incorporated at Zeeland, Mich. The firm will either buy or build a new grain elevator.

A co-operative company has been formed at Lyndon, Ohio, to conduct a grain elevator on the co-operative basis for the farmers of that vicinity.

The capital stock of the Liberty Center Grain & Stock Company operating at Liberty (Dayton p. o.), Ohio, has been increased from \$15,000 to \$50,000.

The grain business which E. E. Brown has been conducting at Moseley (Lowell p. o.), Mich., under the name of Brown & Frost, has been sold by him.

The charter of the Napoleon Grain & Stock Company of Napoleon, Ohio, has been amended, the capital stock being increased from \$20,000 to \$60,000.

The Sandusky Gleaners' Association has purchased the elevator of the Hub Elevator Company at Sandusky, Mich. Possession is to be given on June 1.

An increase of \$50,000 was made in the capital stock of the Breckenridge Farmers Elevator Company of Breckenridge, Mich. It now amounts to \$75,000.

The Cleveland Grain Company and the Cleveland Milling Company have formed a merger at Cleveland, Ohio, and will operate in the future as the Cleveland Grain & Milling Company. The Cleveland Grain Company operates grain elevators at Cleveland and Cincinnati, Ohio, and Sheldon and Champaign, Ill., with total storage capacity of

3,500,000 bushels. C. G. Watkins is president. The milling company operated mills, elevators and warehouses along the Cuyahoga River. No material changes will be made in the plant at present.

Two elevators at Nashville, Mich., have been purchased by the recently incorporated Nashville Co-operative Elevator Company. The firm is capitalized at \$40,000.

C. U. Rechsteiner, L. G. Bradstock and R. H. Rice have incorporated the Wellington Mill & Elevator Company of Wellington, Ohio. Its capital stock is \$475,000.

E. G. Melock, W. A. Clouse and J. A. Young have incorporated as the Farmers Co-operative Elevator Company at Somerset, Ohio. Its capital stock amounts to \$30,000.

W. T. Palmer, G. Dustman, R. Wager and F. Bowen have filed articles of incorporation at Van Wert, Ohio, as the Van Wert Grain Company. Its stock amounts to \$80,000.

Norman W. Stuart, Fred Robbins and others are named as the incorporators of the Clarksville Co-operative Elevator Company of Clarksville, Mich. Its capital stock is \$50,000.

Plans are being considered, it is reported, by the Canton Feed & Milling Company of Canton, Ohio, for the erection of a large grain elevator and feed mill at Newcomerstown, Ohio.

The elevators of the North Side Grain, Coal & Feed Company and the West Side Coal & Feed Company at Greenville, Ohio, has been purchased by the Farmers Exchange of Greenville, Ohio, which was recently incorporated. The firm will commence business May 1.

Two elevators located at Grand Ledge, Mich., have been purchased from W. L. Ireland and Doty & Doty together with warehouse, coal sheds, etc., by the recently incorporated Grand Ledge Produce & Supply Company. The new firm is capitalized at

\$35,000; it is planning on erecting a new warehouse. Doty & Doty gave possession of their elevator on April 1; Mr. Ireland, on May 1.

The Collins (Ohio) Farmers Elevator Company has been incorporated there, capitalized at \$50,000. J. H. Knettel, F. C. Liles, F. W. Liles and O. M. Losey are the organizers of the firm.

At Lowell, Mich., the Lowell Farm Bureau was recently organized. The organization will do co-operative marketing and buying. It is planning to purchase one of the Lowell elevators.

The elevator of C. A. Anderson & Co., at Vermontville, Mich., has been purchased by the Farmers Co-operative Citizens Elevator Company. The farmers will take possession on July 1.

An office and flour and seed room has been built at Weyer (Sandusky p. o.), Ohio, for the Weyer Elevator & Supply Company. Coal sheds, corn cribs and storeroom are to be erected this spring.

Probably a co-operative elevator organization will be formed at Springport, Mich. An option has been taken by those interested on the elevator at Springport now owned by B. G. Brown, P. C. Hammond and C. M. Mills.

Capitalized at \$15,000 the New Jasper Co-operative Grain Company has been incorporated at New Jasper (Xenia p. o.), Ohio. The incorporators are: B. D. Conklin, J. R. Fudge, E. T. Ballard and A. D. Smith.

The Stockbridge Elevator Company has been organized at Jackson, Mich. The firm will increase its storage capacity by the erection of a 50,000-bushel elevator this summer. It will also engage in the manufacture of scratch feeds.

The Farmers Co-operative Company of Defiance, Ohio, sold its unfinished elevator to the Defiance Machine Works. The firm has purchased three elevators formerly owned by The Farmers Grain Company. Possession is to be given around May 15.

OBITUARY

APPLEBY.—Chas. A. Appleby died from heart trouble at Casey, Ill. He was engaged in the grain business. One son and a sister survive him.

DAGGETT.—On April 5, Frank S. Daggett died at Redlands, Calif. He was president of the Duluth Board of Trade in 1892. While in the grain business he represented the Van Dusen-Harrington Company.

M'CORD.—Thomas Moorhead McCord died from heart trouble aged 89 years on April 25. He had been identified with the grain business in Minneapolis, Minn., since 1885. He was one of the oldest members of the Chamber of Commerce. Although not actively engaged in business he was president

of the T. H. McCord Company and vice-president of the Merchants Elevator Company. His widow, one daughter and two sons survive.

M'FADDIN.—Aged 70 years, Roley McFaddin died. He was engaged in grain business at Mt. Vernon, Ind. His widow and one sister survive him.

NICOLIN.—On April 9, Henry Nicholin died at St. Paul, Minn. He had been traveling solicitor for the Frazier-Smith Company for eight years.

SMITH.—Aged 89 years, Junius S. Smith died at Buffalo, N. Y., on May 2. He was official grain weighmaster at Buffalo from 1870 until 1914. For a time was in the grain business but gave this up when appointed grain weighmaster.

FIRES—CASUALTIES

Enid, Okla.—Fire destroyed the grain elevator of J. T. Shaw. The loss incurred by the blaze amounted to \$215,000. The elevator will be rebuilt.

Ravina, S. D.—With a loss of \$20,000 the plant of the Farmers Elevator Company was damaged by fire.

Shelton, Neb.—The plant of the National Feed & Grain Company was destroyed by fire. It will be rebuilt at once.

Elwood, Ind.—Fire damaged the Harting Grain Elevator here. The blaze is believed to have been of incendiary origin.

Baltimore, Md.—The warehouse of P. F. Obrecht & Son, grain, hay and feed dealers, was damaged by fire with a loss of \$1,500.

Mexia, Texas.—More than 1,000 bushels of corn and 40 tons of hay were destroyed when the Munger Warehouse was burned recently.

Wichita Falls, Texas.—Otis T. Bacon's feed and grain house was destroyed by fire. The loss amounted to several thousand dollars.

Eureka, Wash.—Roy Shopshire was seriously injured when a pile of sacked wheat fell upon him at the Pacific Coast Elevator Company's elevator located here.

Ransomville, N. Y.—The large grain elevator of Glenn H. Foote was destroyed by fire which started in the engine room and which spread with such rapidity that when it was discovered it was beyond control. The contents, including flour and grain, were lost. Two walls of the elevator, which was of frame construction, were covered with metal and

this prevented fire spreading to other buildings, including a large warehouse. Had the building not been protected the loss to the town would have been great.

Denholm, Sask.—Fire destroyed on April 12 the Saskatchewan Co-operative Company's plant. About 9,000 bushels of wheat were in the elevator at the time.

Twin Valley, Minn.—Slight damage was done to the elevator of the Twin Valley Grain Company by fire on April 19. The elevator had not been in use for some time.

Eaton, near Pipestone, Minn.—Fire, caused by sparks from a passing locomotive, destroyed the grain elevator here together with its contents of grain, etc., on April 9. The loss was considerable as there is little left to salvage.

Wyndmere, N. D.—Considerable damage was done to the Equity Elevator here by fire during the latter part of April. The fire followed an explosion in the large concrete exhaust box.

Baltimore, Md.—Fire damaged the warehouse of C. B. Watkins & Co., to the extent of \$1,000. The firm is a member of the Chamber of Commerce and deals in grain, feed and hay.

Terre Haute, Ind.—Fire destroyed the feed mill and warehouse of Wilson, Hager & Soules. It is believed to have been caused by incendiary origin. Loss totaled \$25,000 which was partly covered by insurance.

Sutton, N. D.—With a loss of \$20,000 the grain elevator of Adolph Retzlaff was destroyed by fire.

The fire started at the top of the elevator and spread rapidly. There were over 7,000 bushels of grain in the elevator at the time of the blaze.

Ottawa, Ill.—John B. Kenny's elevator was destroyed by fire, which originated, it is believed, from spontaneous combustion. Between 1600 and 1700 bushels of oats were in the elevator. The grain was insured. Insurance of \$5,000 was carried on the building.

GRAIN TRADE PATENTS

Bearing Date of April 6, 1920

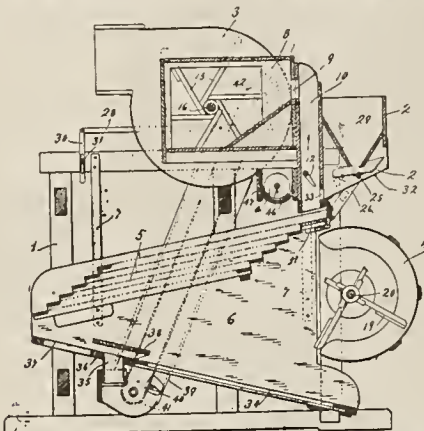
Grain door.—Paris Chesebro, Fairport, N. Y. Filed September 9, 1918. No. 1,336,068.

Bearing Date of April 13, 1920

Grain storehouse construction.—Lizzie H. Dickelman, Forest, Ohio. Filed October 29, 1919. No. 1,336,945.

Grain separator.—Thomas O. Helgersen, Minneapolis, Minn. Filed March 17, 1915. No. 1,336,958. See cut.

Claim: In a separator of the kind described, the combination with a vibratory shoe having a gang of



superimposed sieves, and means receiving a portion of the stock from said gang and delivering the same directly to one of the sieves of said gang.

Bag holder.—Bert McBride, Ada, Ohio. Filed November 24, 1919. No. 1,336,530. See cut.

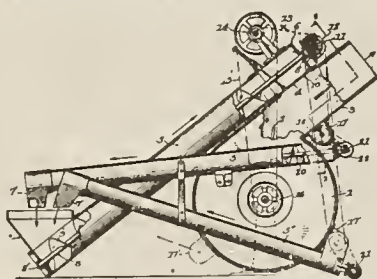
Bag filling machine.—Robt. L. Callahan, Louisville, Ky. Filed August 5, 1918. No. 1,336,612. See cut.

Grain bag holder.—William Jahns, Marathon, Wis. Filed July 6, 1918. No. 1,337,134.

Bearing Date of April 20, 1920

Conveyor.—Geo. Bernert, Milwaukee, Wis., assignor to Bernert Manufacturing Company, Milwaukee, Wis., a corporation of South Dakota. Filed January 20, 1920. Original filed September 4, 1917. No. 14,841. See cut.

Claim: A device for preventing clogging of the air-pressure space of a pneumatic grain conveyor by material introduced therein to be conveyed, comprising the combination with a casing, a blower fan therein and a trunk extending from the casing and inclosing an air-pressure space in conjunction there-



with, of a pocket having free communication with said space to receive grain tending to accumulate in the pressure space, the mouth of said pocket being entirely open, said pocket being provided with an inclosed extension in communication therewith, and a movable closure for the outer end of the pocket extension.

Bearing Date of April 27, 1920

Storage bin.—Robt. E. Baker, Cleveland, Ohio. Filed March 19, 1917. No. 1,338,482.

Kaffir header.—Wilbur M. Garrett, Lookeba, Okla. Filed August 22, 1919. No. 1,338,295.

Storage bin.—Robt. E. Baker, Cleveland, Ohio. Filed March 19, 1917. No. 1,338,483.

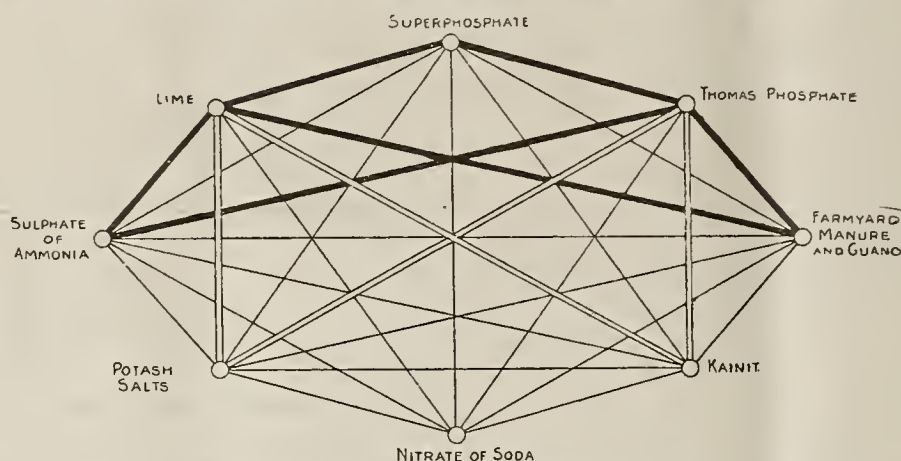
ON behalf of a minority members of the Montana Grain Growers a receivership has been asked for that organization. In the petition the minority states that the officers changed the name from the Montana Equity Elevator Company after sowing discord in the organization and were acting in collusion with members of the Minneapolis Chamber of Commerce and the Duluth Board of Trade "which exercise control over the fixing of standards for grain." If the rest of the charges have no more basis of truth than the one quoted, the petitioners will have trouble in making their case. The president of the Montana Grain Growers is quoted by the press as saying that the Equity Society of St. Paul is behind the suit.

FEED JOBBERS ORGANIZATION PROPOSED

Under the pressure of a long felt need, feed jobbers will meet, sometime during this month, to effect the organization of a national association of jobbers and distributors of feedstuffs. The plan has been under consideration for some time in the past and the matter has been investigated and tentative arrangements made by a committee composed of E. C. Dreyer of the Dreyer Commission Company of St. Louis, John K. Scattergood of Philadelphia, and C. O. Dicklemann of Milwaukee. It is proposed to organize somewhat along the lines of the Grain Dealers National Association. The "fathers" of the movement anticipate the solid backing of every jobber in the country, and hope within a year to have a membership of at least 500.

A FERTILIZER DIAGRAM

The accompanying fertilizer diagram, for which we are indebted to one of our exchanges is reproduced for the benefit of those grain dealers who



FERTILIZER DIAGRAM SHOWING PROPER MIXTURES

handle this item as a side line. It shows graphically the points to be taken into consideration in the mixing of different fertilizers. Substances connected by the heavy black line must not be mixed together, those connected by the double lines can only be mixed immediately before use; those connected by the single light line may be mixed together at any time.

SUDAN GRASS IN CALIFORNIA

Investigations show, say Madson and Kennedy of the California State Agricultural Experiment Station, that Sudan grass is a crop that has become well established in California during recent years and is one of the most valuable and productive forage plants that can be grown under conditions where alfalfa is not possible. Its resistance to unfavorable moisture conditions is a striking and valuable quality. On plots at the University Farm which had been previously cropped to cereals this grass produced 3554 pounds of hay per acre when the total rainfall amounted to only 8.84 inches. During years of normal rainfall it has produced as much as five tons per acre. When moisture is deficient the crop responds to irrigation, producing under such conditions from five to six tons of cured hay per acre. The crop is therefore highly commended as a forage crop under soil and moisture conditions where alfalfa cannot be grown.

RHODES GRASS

Rhodes grass is the subject of a recent bulletin (Farmers' Bulletin 1048) of the Department of Agriculture, prepared by S. M. Tracy of the Office of Forage Crop Investigations. Rhodes grass is a native of southern Africa where it was first brought to notice by Cecil Rhodes, whose name it bears. It was introduced into this country in 1902 and has proved of value in the warmer parts of the country.

Rhodes grass is a perennial with very leafy slender, erect stems, three to five feet tall, and very long and narrow leaves. It seeds freely, although most of the seed now used in the United States is imported on account of the lack of machinery here for threshing and cleaning it. It bears drought well, but is liable to winter-killing where the mercury falls below 15° F. It yields a heavy hay of excellent quality, easily cured, and relished by all kinds of live stock.

The high quality of the hay from Rhodes grass is due to the fact that it contains a large proportion of leaves, and the stems are slender, tender and sweet, so that it is eaten with very little

waste. Color is well retained in the drying, making an attractive looking bale for the market.

Rhodes grass has done well in nearly all of Florida, along the Gulf Coast westward and under irrigation in southern Texas. Good yields have also been reported from Arizona and southern California. It needs a fairly heavy soil, rather than a light, sandy one. On soils best suited to its growth and well supplied with moisture, yields have run as high as eight tons per acre.

SMILO GRASS RECOMMENDED

Previous names for this grass have been many-flowered millet, and San Diego grass. It is one of the early introductions of the California Experiment Station but its true value, according to Kennedy, of this experiment station, has only recently been discovered. Seed is now obtainable in commercial quantities.

Experiments at the University Farm at Davis, Calif., and elsewhere indicate that it is a valuable grass, being both drought and cold-resistant, and

a strong perennial. Stock eat it readily. Its nutritive value is about the same as that of timothy.

The Experiment Station goes on to say: "We desire to recommend the use of smilo grass to increase the carrying capacity of the ranges where cultural operations are not feasible or desirable, and particularly on brush-covered slopes. It lives throughout the year where the average rainfall is as low as 11 inches.

"It has proven its adaptability over a wide area in the state, from San Diego to Mendocino Counties, as well as in the great interior valleys. We do not know yet whether it will withstand the winters of the northeastern counties, or the Sierra Nevada Mountains."

A NEW SORGHUM

A new type of sorghum grain, called Spur feterita, has been developed at the Texas Agricultural Experimental Station at Spur, Texas. The experiments were conducted under the direction of P. E. Dickson. Considerable quantities of the new seed are now on hand and the grain is being distributed for spring planting purposes in the sections where climatic conditions are suited for its successful growing.

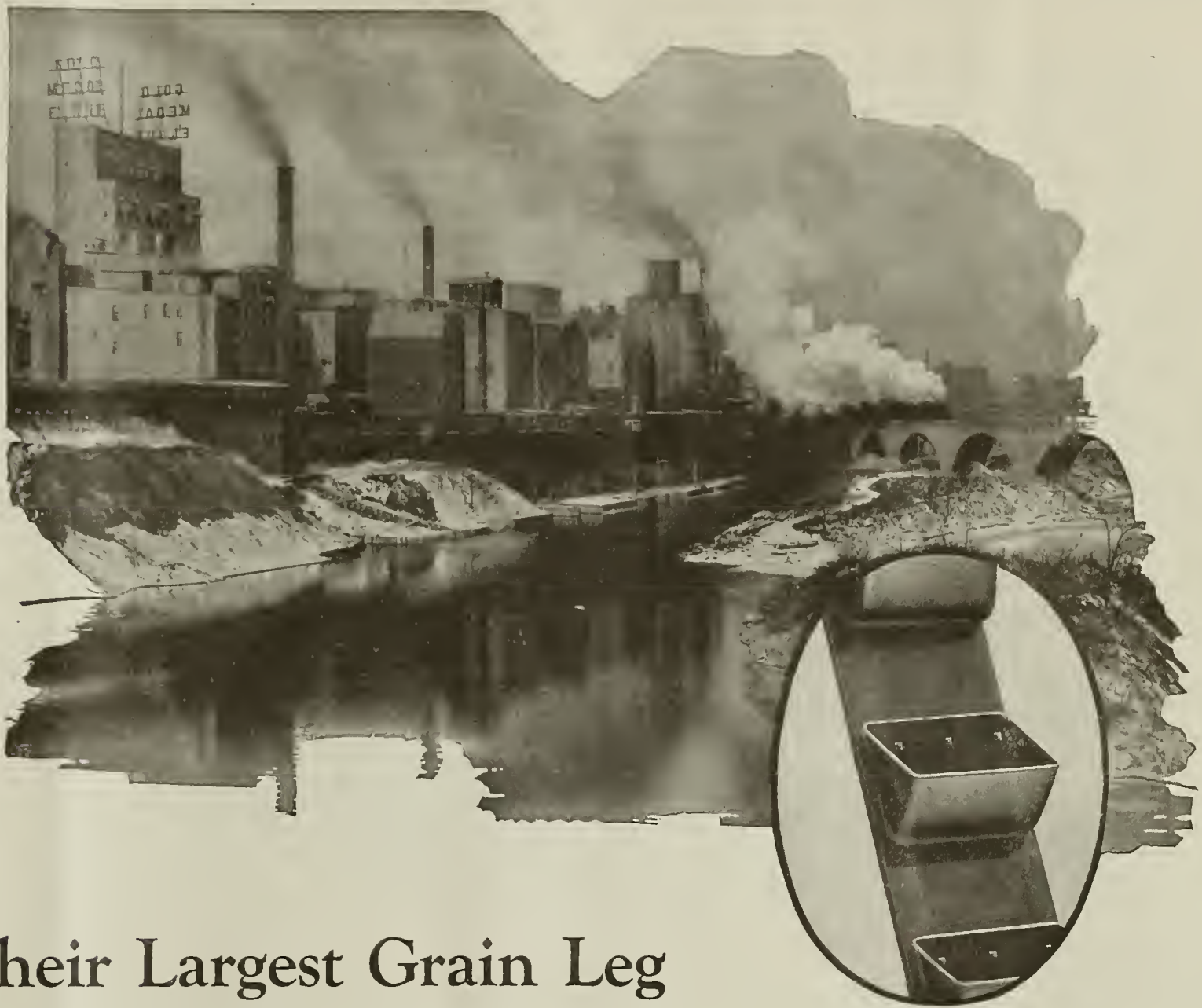
The experimental work on this sorghum grain was begun in 1914, the initial selections being made from common feterita. At the end of the season of 1918, a small supply of Spur feterita seed, one of the best of all the varieties developed, was available for increase. Seed was distributed in the spring of 1919 over a large territory which included all of West Texas, Oklahoma and Kansas. Reports from this distribution show Spur feterita to be superior to other feteritas, it is said. A number of reports show that it has yielded more bushels of grain per acre than common feterita.

BUCKWHEAT MIDLINGS FOR FEED

It is quite likely that the low protein content of buckwheat hulls and the high fiber content, the latter being over 40 per cent, accounts for the prejudice of some feeders against all buckwheat feeds. Yet buckwheat grain, middlings and bran have excellent feeding value.

Replying to a correspondent's inquiry Wallaces' Farmer says: "Genuine buckwheat middlings containing at least 25 per cent crude protein, 40 per cent carbohydrates and not over 5 per cent fiber, should be fully equal to wheat middlings, and in some respects superior. Fed by themselves, buckwheat middlings are said to be distasteful to cattle, but fed in connection with other grains they

(Continued on Page 922)



For Their Largest Grain Leg They Selected—LEGRAIN

Legrain! Exactly 482 feet of Goodrich "Legrain." "Legrain" is elevating grain from the foot pulley to the top of the Washburn-Crosby Company's largest grain leg—a height equivalent to that of a 15-story skyscraper. "Legrain" was chosen on its merits above all others for this service.

That *aging-quality* of "Legrain" gives it the strength and vitality to average—not two, three or four years' service—but *ten to fifteen!*

And all this is also true of "Carigrain"—the twin brother of "Legrain," designed especially for horizontal grain carrier service.

Send for our booklet telling in detail why "Legrain" and "Carigrain" are superior—the quality pair for grain service.

Goodrich "Legrain" Belt

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

Best in the Long Run



Hay, Straw and Feed

[Continued from Page 920]

give good results. We do not know anything about buckwheat middlings for poultry, but judging from the composition, would expect them to give fully as good results as wheat middlings."

Buckwheat middlings contain about 30 per cent protein and 5 per cent fiber. The bran contains 22 per cent protein and 8 per cent fiber. The average fat in the middlings is 5.59 per cent and in the bran, 3.97 per cent.

RICE BRAN AS A FEED

Dealers in feedstuffs will find considerable interest in a careful statement of the value of rice bran as a feed prepared by F. B. Wise, secretary of the Rice Millers Association, of Lake Charles, La. Feeders are generally unaware of or indifferent to this splendid feed.

Unlike wheat bran which is scalped off after the berry has been crushed, rice bran is obtained by a process of attrition or scouring. There are three grades made in the mill, but the three are mixed together in the ordinary commercial bran. The average composition as determined by the U. S. Department of Agriculture is: Protein, 13.70 per cent; fat, 14.75 per cent; crude fiber, 11.28 per cent. It contains 8 per cent digestible protein and 65.8 per cent total digestible nutriment, as compared with wheat bran's 12.5 per cent digestible protein and 60.9 per cent digestible nutriment. In productive value on stock rice bran has 17.2 per cent, as against wheat bran 12.5 per cent and gray shorts 18.9 per cent.

Feeding experiments have shown it to be cheaper than peanuts or corn chop, per pound gain in weight of hogs, and is a fine milk or fat producer, combined with corn chops, for cattle or dairy cows.

On February 16 rice bran was selling f. o. b. mill at \$32 per ton. On a nutrition basis in comparison wheat bran was worth \$21.16 and gray shorts \$36.91. The products of wheat were, of course, much higher than their comparative values indicated here. As there were 1,123,990 bags of rice bran, 143 pounds each, produced in this country last year, this feed is becoming of considerable importance. Its only objectionable quality, tendency to heat when it has a high moisture content, is being remedied rapidly as most rice mills are being equipped with bran dryers which insures the bran keeping for an almost unlimited time. This is a feed which should have more attention.

RECORD HAY PRICES IN NEW YORK

BY C. K. TRAFTON

Unsatisfactory conditions without parallel and new high price records were the features of the local hay market early in the month. With the supply already extremely meager, as noted in former reports, conditions approximating a famine soon developed owing to the paralysis of transportation, as a result of which not a ton was received by railroad or river boats on several days, and occasionally for several days running. The chaotic state of affairs was demonstrated by expressions of fear among horse owners that their animals would starve because of the shortage of hay, oats and millfeed.

As a result a rationing system was adopted in many cases. Under the circumstances buyers were forced to take whatever meager lots were available at practically any price demanded, haggling over grades or relative values being useless and therefore generally omitted. Of course, there was practically no No. 1 here and in many cases practically the same price was paid for No. 2 and No. 3 timothy as well as for light clover mixed. In some cases where the supply was available amounted to but one car, or even less, buyers, and especially so-called outsiders were forced to pay as much as \$70 for No. 1, or \$65 for No. 2, although the holder in some instances was willing to shade these prices 5 or 10 cents for an old customer or friend.

The wide-spread exasperation growing out of these deplorable conditions was increased by a realization of the fact that there was at least an ample supply to be had at interior points at huge discounts compared with current spot quotations. For a time at the outset it was possible to obtain quotations for forward deliveries at at least \$10 per ton under the spot price, but fortunately for the sellers, little was accomplished before they had time to awaken

to their danger. In other words, they were soon able to perceive that as long as strikes, embargoes, etc., obtained, coupled with the scarcity of cars, it was extremely doubtful if hay could be brought here in time to fill contracts, unless they were remote periods. Advices from the interior assert that farmers and country shippers are willing to accept much lower figures, but unfortunately they are helpless because they cannot get cars, nor can they get them transported as long as the embargoes prevail. In view of the facts described, it is by no means surprising that practically everyone anticipates a material decline in prices as soon as the strikes end and embargoes are lifted. Consequently practically every buyer is holding off as much as possible. It was said that in some cases the scarcity of hay resulted in the substitution of much millfeed, but this was not generally considered authentic or of much importance because the supply of millfeed was also inadequate.

Subsequently, or after the resumption of river navigation, there was some relief, largely through the medium of moderate receipts via river boats. In most instances this hay was of common or inferior quality, but nevertheless, it was highly welcome in view of the bare market. In Brooklyn there was such a scarcity that many dealers found it absolutely necessary to send trucks over to Manhattan to obtain the river hay. In addition, a few barges were sent to Brooklyn. Of course, this hauling by truck added to the cost. About the same time a few more cars arrived by rail, and consequently there was a general tendency to return to more normal conditions, prices having eased off slightly.

Of course prices are still extraordinarily high, but nevertheless, the buying element is inclined to be more hopeful, believing that the time is near at hand when there will be a more decisive return to the normal, lower prices being generally anticipated when the weather becomes warmer. A moderate quantity of alfalfa, first to second cutting, sold at \$50 to \$60 per ton.

Conditions in the straw trade have been decidedly similar to those in hay. This was, of course, entirely natural as stocks of straw were practically exhausted because of the strikes, embargoes, etc. Consequently some lots of No. 1 long rye sold as high as \$38 per ton. Recently the supply became slightly larger, partly owing to receipts by river boats, and hence there was a decline, No. 1 selling down to \$26 and \$27.

A feed establishment has been opened at Princeton, Ky., by J. H. Watson Company.

A feed and flour business has been opened at Trinity, Texas, by G. C. Waller & Co.

The feed business of Chas. Johnson at Sullivan, Ind., has been purchased by W. F. Pirtle.

The Bergman Mill Feed Company succeeds the Bergman Bros., feed jobbers, at Minneapolis, Minn.

Machinery for manufacturing poultry feed is to be installed at Greenfield, Mo., for Worthey & Watkins.

An alfalfa mill is to be erected at Wilder, Idaho, for the Idaho Alfalfa Milling Company. it is reported.

The capital stock of the Herrick Feed Company of Harvard, Ill., has been increased from \$10,000 to \$50,000.

A feed mill located at Freedom (Kaukauna p. o.), Wis., has been purchased by Mr. Westinhaber of Loganville.

The Jas. Davidson Feed Company of Fort William, Ont., is contemplating the erection of a mill costing about \$20,000.

R. J. McDougall & Son of Lancaster, Ont., feed and flour merchants, have been succeeded by J. A. McLean & Son.

A warehouse, costing \$3,000, is to be erected at Joplin, Mo., for the Jaqueth-Featherstone Feed & Mercantile Company.

Machinery has been purchased and will be installed at Umatilla, Ore., by the C. S. McNaught Company for the manufacture of molasses alfalfa meal.

Melick & Stephenson, proprietors of the Crawford Mills, Crawford, Okla., have purchased the feed store and fuel business of W. A. McMasters at Crawford.

The Gruendler Patent Crusher & Pulverized Company of St. Louis, Mo., has recently installed motor driven pulverizers with air conveying systems for

M. W. Voorheis of Chicago, the Wm. Pollock Milling Company of Mexico, Mo., and the Southwestern Milling Company of Kansas City, Mo.

A branch feed store is to be opened at Pine Bluff, Ark., for Brown & Oglesby of Little Rock. C. E. Hardcastle will be manager.

Capitalized at \$100,000, the Capital Fuel & Feed Company has been organized at Phoenix, Ariz. A warehouse is being built by the firm.

E. J. Gross, W. M. Bowling and A. W. Gross have incorporated the Union Grocery & Feed Company of Hazard, Ky. Its capital stock is \$6,000.

The Co-operative Union of Jameson, Mo., has purchased the feed and coal business of J. J. Jarrett. J. W. Jenkins is manager of the Union.

The capital stock of the F. & L. Feed, Flour & Seed Company operating at Shawnee, Okla., has been increased from \$100,000 to \$250,000.

A feed mill, one story, 40x37 feet, is to be erected at Alexandria, Va., for the Portner Corporation of which Geo. Buckertt is president.

R. J. Johnston, L. De Boynton and F. E. Lange have incorporated the St. Paul (Minn.) Molasses Feed Company. Its capital stock is \$300,000.

A building, in which will be installed dairy and poultry feed manufacturing equipment, is to be erected at Cincinnati, Ohio, for the Perin Bros.

The Acme Flour & Feed Company at Sumner, Ill., has been purchased by H. F. Smalley and Leo F. Litell. Immediate possession has been given.

Arch Fleming's feed and flour business at Clarksburg, W. Va., has been purchased by the Monon Valley Company which is capitalized at \$100,000.

New quarters are now occupied by the H. E. Overholt Flour & Feed Company of Danville, Ill. The change was made necessary by the increased business of the firm.

E. S. Allmon, W. T. Elliott, J. McBane and B. C. McLain have incorporated the Bergholz Feed & Supply Company of Bergholz, Ohio. The firm is capitalized at \$25,000.

The Davis Flour & Seed Company has been incorporated at Charleston, W. Va. Its capital stock is \$1,000,000. H. G. Davis, Wm. B. Mathews and O. F. Payne are interested.

Roy Hayes is in charge of a new flour and feed store at Jennings, Okla., which will be operated as the Jennings Wholesale Flour & Feed Company. It is owned by the Stillwater Milling Company.

A general feed jobbing and flour business is to be conducted in the territory around Mexico, Mo., by the recently organized Mexico Feed & Flour Company of Mexico. The capital stock of the firm is \$5,000.

One and probably two feed mills and grain elevators are to be erected at Jackson, Miss., for the Royal Feed & Milling Company of which M. J. Browning is local manager. Plans are not definite as yet.

A new feed mill has been installed at Springfield, Ill., for H. A. Liedel who will produce a complete line of dairy feeds. The Gruendler Patent Crusher & Pulverizer Company of St. Louis furnished the plant.

O. S. Lloyd, J. W. Slemons and John A. Price are named as the incorporators of the O. Straughn Lloyd Company, Inc., of Salisbury, Md. The capital stock of the firm is \$25,000. The firm will deal in hay, feeds, produce and fruit.

A new building is to be erected at Albany, Ga., by the Bain Peanut Company which it will use for crushing and pulverizing peanut hulls. Work on the plant will be started this summer and completed in time for the fall business.

The Washburn (Wis.) Flour & Feed Company's feed and flour business has been purchased by the Farmers & Fruit Growers Association. C. F. Bogenrief is president; Andrew Berge, vice-president and Geo. F. Morgan, secretary of the firm.

James Nelson, J. Peterson and C. Christianson are the incorporators of the Community Co-operative Flour & Feed Company of Wildrose, N. D. Its capital stock amounts to \$10,000. It has purchased the Boyer Mill and will operate it.

A controlling interest in the Farmers Alfalfa Milling Company has been purchased by the Western Alfalfa Milling Company of which Nixon Elliott is president and general manager. The additional plant will give this firm a total annual capacity of from 30,000 to 40,000 tons alfalfa meal; its storage capacity will be in excess of 10,000 tons. The firm will operate from Denver, Colo.

Alfalfa, Prairie Hay and Alfalfa Meal

were harvested under ideal weather conditions. We command a large supply. Get our delivered prices.

CARLISLE COMMISSION COMPANY

736 Live Stock Exchange Kansas City, Mo.

ALFALFA
We are the Largest Distributors
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GREATER NEW YORK
Shippers who have Alfalfa Hay to dispose of, if they will
communicate with us we will provide a satisfactory outlet.
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A W. D. Power & Co., 12-15 N. Y. Hay Exchange
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Hay, Straw and Grain
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Works of Calumet Steel Co. Established 1907. Capacity 40,000 Posts a Day.



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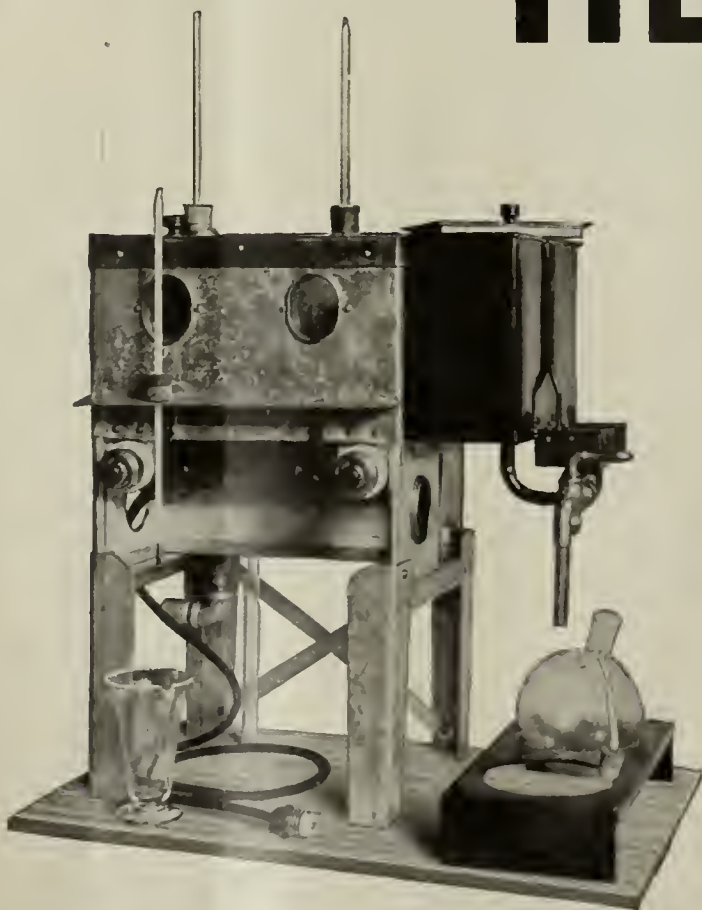
Insure Safety in Storage and in transit, of all kinds of grain or seed. They raise the grade by reducing the moisture content. Dispel foul and sour odors, mustiness and mold.

They are STANDARD—are used everywhere and embody all that is desirable in grain drying apparatus. Your inquiry is requested.

Brown-Duvel Moisture Testers

all sizes, for gas, gasoline, alcohol and electricity—glass or copper flasks. Conform strictly to government requirements. Also scales, dockage sieves, bucket testers and all other grain sampling and testing apparatus. Free booklet—illustrated.

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The Brown-Duvel Moisture Tester (official) for electricity

FIELD SEEDS

IOWA SEED DEALERS MEETING

On June 1 and 2 the Iowa Seed Dealers Association will hold its regular annual meeting at Savory Hotel, Des Moines, Iowa. The meeting promises to be of especial interest and a cordial invitation to attend is extended to all interested in the seed industry.

ANNUAL MEETING OF WESTERN SEED-
MEN'S ASSOCIATION

On May 1, the Western Seedsmen's Association held its annual meeting at Omaha, Neb., with about 50 seedsmen present. There was a general discussion of seed laws; those present seemed in favor of the passage of a uniform seed law drawn along the line of the Maryland law. The following officers were elected to serve during the ensuing year: President, Fred Manglesdorf, Atchison, Kan.; vice-president, Carl Chesmore, St. Joseph, Mo.; treasurer, Henry Windheim, Omaha, Neb.; secretary, Howard Webster, Independence, Iowa.

NEW SEED TRADEMARKS

The following new trademarks have been recently issued and were published in the *Official Gazette* of the United States Patent Office: "Crop Sure Seeds" garden, field and flower seeds. John A. Salzer Seed Company, La Crosse, Wis., filed December 30, 1919, Serial No. 126659. "Invicta" agricultural seeds, namely, grain seeds and grass seeds, and nursery stock, namely trees, plants and

that were not found in alfalfa or red clover seed from any other source: *Hedysarum coronarium*; a species of *Galega*, probably *Galega officinalis*; *Trifolium supinum*, an annual clover; *Cephalaria transylvanica* of the *Dipsicaceae*; a species of *Phalaris*; and an undetermined species of *Valeriana*, very similar to seed of *Valeriana dentata* but smaller, somewhat pubescent, and finely tubercled.

AN OPINION ON NATIONAL SEED
CONTROL

Secretary Jewell Mayes, of the Missouri State Board of Agriculture, in recommending to the American Farm Bureau Federation that the organization actively support measures for national seed control, made this concise statement: "If Congress will pass a little law, which can be written on the back of a postal card, requiring that all interstate shipments of farm seeds shall be made in accordance and in keeping with the state laws at the point of destination, it will be worth much more than a million dollars per year to the farmers of Missouri, and as much to each agricultural state. This is the immediate solution of the question of controlling by Federal enactment the long-discussed matter of farm seeds in interstate commerce."

NEW YORK SEED PRICES GENERALLY
LOWER

BY C. K. TRAFTON

Two extremely important factors have combined to prevent general animation in the local market for field seeds, as well as to cause a general decline in prices. The first obstacle, and one from which no one could escape, was the remarkably backward weather. It is the invariable rule that a short season curtails consumption of seed, as planting not done on time is frequently neglected altogether, and in many places preparation of the ground for planting has not even been started. The other drawback, which was a severe blow to many, was the virtual paralysis of railroad transportation as a result of the labor troubles. According to some, this has cut the demand from 10 to 15 per cent. That the curtailment was not more severe may be traced to the fact that some dealers were able to do a fairly healthy business by using motor trucks for carrying seed all over this state, in parts of New England, through New Jersey, and into Pennsylvania and Maryland.

As indicated above, the general tendency, with a few exceptions, has been downward, and especially on red clover and alsike. The former dropped fully eight cents during the month, but according to conservative traders, this never would have occurred had it not been for the bad weather and strikes. They argue that there is not much surplus of clover, believing that there is actually less in the world now than ever before. It is estimated that France has only 3,000 to 4,000 bags left against 40,000 a year ago, and exportation is prohibited. Importers here have heard nothing from French houses in a month. Moreover, Italy is all cleaned out of red clover. An interesting development growing out of the rail tie-up was the dislocation of the parity between New York and Toledo. The latter market had seed to sell and as shipment was found to be virtually impossible holders cut prices materially in order to unload. In this market, on the other hand, there was little surplus, which was moved out with fair freedom, largely by motor-trucks, to New England and Central Atlantic markets. As Toledo prices had gone to an attractive discount in the meantime, buyers were inclined to complain about the New York prices but as this was the only source of supply they had no other alternative but to buy here. As was to be expected, arrivals from Europe were much smaller, roughly 3,320 bags, against 16,150 the month previous.

Timothy has been quiet and slightly easier, although in some quarters there has been a disposition to play for an advance, partly because of the fair "boost" which was said to have started in the West. However, there has been no general demand owing to the late season. Reports from different sections allude to the poor soil conditions, as a result of which preparatory farm work has not even been started in many cases. Hence little disposition is shown to anticipate seed requirements at present price levels. No export business was reported and the only shipment consisted of 50 bags to Bergen.

There has been considerable irregularity and unsettlement in alfalfa and it is rather difficult to quote positively. In some quarters it is thought that it might be bought at fair concessions from last month's prices, but many dealers display firm-

ness and report prices unchanged or fractionally higher. Those who talk more bearishly contend that there is plenty of alfalfa around. It is stated that roundly 5,000 bags of imported seed are being held here on consignment as many of the Italian shipments were shipped out of contract time and buyers cancelled because the seed arrived here too late. It is said that Italy still has seed to sell, but buyers here are not interested. Arrivals during the month were 6,170 bags, against 13,900 the month previous. The arrivals included 770 bags from Argentina early in May.

In alsike a fair business has been accomplished with prices 5 and 6 cents lower. This was said to be wholly in sympathy with other kinds, as supplies are still extremely scarce. It is doubtful if any dealer has as much as a carload, and some not even a ton.

Crimson clover declined from 1 to 1½ cents early in the month, steadying later on a good demand from the South where the tornado in Alabama and Tennessee was said to have caused damage of about 50 per cent in the crop. Hence, dealers there are attempting to buy old crop seed to make up in part for the loss, but practically all of the American seed is in dealers' hands. Hence the only available supply is the imported seed which arrived prior to April 1. After that the arrivals were almost negligible owing to the prohibition of exports by France. Arrivals for the month were only 258 bags, including 175 from Germany, against about 1,100 bags the month previous.

Orchard grass has been extremely dull, the disappointing trade making some holders willing to shade prices. Although there is some surplus of imported seed, they are not pressing it for sale as they doubt their ability to replenish as seed is very scarce in foreign countries. Hitherto it had been thought that supplies might be secured in Australia, but owing to the failure of crops there it is feared that they will not be able to ship to any great extent. Still, they are offering at 20 cents c. i. f. New York for prompt shipment. Arrivals were 512 bags.

Millets have been selling fairly well owing to the late, wet spring and their relative cheapness compared with other varieties. Although fractional concessions are noted in some quarters, holders are generally firm as they expect a continued good demand.

The good demand for lawn seed noted in retail stores is reflected in the local market for white clover, which is scarce and quoted about the same as last month; namely \$55 and \$60. The same is true of Kentucky blue grass, which is quoted irregularly from \$25 to \$28, and Canadian blue grass, which is 19 cents.

Canary seed has had a somewhat interesting month. At the outset certain importers, becoming uneasy because of the general depression elsewhere and the prospective large arrivals from South America during April and May, sold out somewhat hurriedly, breaking the market from 8 cents to 7 cents. Subsequently a firmer tone prevailed when it became known that Argentine shippers had been asking for extensions on contracts, being unable to ship because of strikes. As most of the spot stock had been sold during the early rush, supplies were found to be small. Nevertheless, well-informed traders believe that the firmness is only temporary. They assert that several hundred tons will be shipped soon on old contracts and will arrive late in June. About 5,570 bags arrived from Argentina early this month.

Rape seed is scarce and higher, being quoted on spot at around 10½ cents. There is a small local demand and there is nothing on the way from the Orient owing to unsettled conditions in Japan. The only arrival was 196 bags from Argentina.

Sunflower seed is firm at about 11 cents on spot. Supplies are still extremely meager and it is not expected that the domestic crop will amount to much because of the high prices ruling for grain crops. South American shippers have asked for time extensions and arrivals will be a month or two late. They are quoting at 9 cents c. i. f. New York, against 7 cents previously.

Field peas show no change of importance, being generally held firmly at 6 cents. Because of the lack of domestic carry-over and the crop loss in Michigan, Canadian peas have been selling freely, and an advance to fully 6¼ cents is predicted in the near future.

A prominent local dealer believes that prices for seeds are likely to rule high again during the coming season, partly because of the high prices ruling for foodstuffs and hay. Moreover, there is a tremendous shortage of labor on the farms and it takes much labor to save crops for seed.

Imports of rye grass during the month were only 84 bags, against about 1,100 the month previous. Exports of grass seed were: 200 bags to Copenhagen, 150 to Rotterdam, 143 to Belfast, and 130 to Antwerp.

A feature of the imports was the arrival of about 1,325 bags of vetches from Germany.

At the office of the I. L. Radwaner Seed Company, it was said that the only item of happy news during the month was the arrival of a new seedsmen, weighing seven pounds, in the last week of April.



flowers. Randell-McLoughlin Company, Seattle, Wash., filed August 13, 1919, Serial No. 121639. "N U Brand" grass and field seeds. Continental Seed Company, Chicago, Ill., filed December 10, 1919, Serial No. 125773. "Stokes Seeds true as Sir Galahad" flower, field and vegetable seeds of all descriptions. Stokes Seed Farms Company, Moorestown, N. J., filed October 8, 1919, Serial No. 123560. See accompanying cut.

ALFALFA SEED GROWING IN UTAH

Figures given in a recent bulletin issued by the Utah Agricultural Station at Logan show that Utah not only leads in total alfalfa seed production but the yields per acre are greater than in any other state. The quality of the seed is so superior as to make it desired wherever alfalfa seeding is done. The bulletin goes on to say that the factors which contribute to making Utah a great alfalfa feed growing state are the climate, the seasonal march of temperature and to the precipitation conditions. The seed is grown in practically every county in the state.

ITALIAN ALFALFA AND RED CLOVER
SEED

During the five months ending November 30, 1919, of the total quantity of alfalfa seed imported, 97.6 per cent or 5,031,400 pounds, and of red clover seed, 88 per cent or 3,644,500 pounds, came directly or indirectly from Italy, say F. H. Hillman and Helen H. Henry of the Bureau of Plant Industry in a paper read before meeting of Official Seed Analysts of North America, at St. Louis last December. Because of the high proportion of Italian alfalfa and red clover seed now being placed on the market in the United States it seems desirable that means be found for identifying this seed.

From a study made in the Seed Laboratory of the United States Department of Agriculture it was found that alfalfa and red clover seed of Italian origin may be identified by the presence of characteristic Italian incidental seeds and the absence of characteristic seeds of any other region of production. The samples used in these studies ranged from 200 to 1,000 grams each, the usual trade mail samples being too small to insure the presence of the characteristic seeds. Alfalfa seed was found to be less likely than red clover seed to contain these seeds.

The following six kinds of incidental seeds were found in both alfalfa and red clover seed from Italy

Frank McManus is the proud parent and his many friends in the trade are already predicting a fine future for Frank Jr. All hands are reported as doing very nicely.

Selmar Loft of the Scandinavian Seed Company, Copenhagen, Denmark, who has spent two months visiting the trade from New York to Los Angeles, has now returned to this city where he will spend another month before sailing for Denmark.

The Farmers Seed & Nursery Company of Faribault, Minn., has increased its storage capacity considerably.

On April 1, C. A. McLendon became associated with the Humphrey-Coker Seed Company at Greenwood, Miss., as manager. He resigned his position as agronomist with the Soil Improvement Committee of the Southern Fertilizer Association to assume this position. The Humphrey-Coker concern

has just recently incorporated under the laws of South Carolina, capitalized at \$100,000, and handles pure bred seed. Seed breeding and distributing centers will be maintained both at Hartsville, S. C., and Greenwood, Miss.

The dock of the Portland Seed Company at Portland, Ore., has been condemned by the Public Dock Commission of Portland.

A three-year lease has been taken on a three-story brick building at Springfield, Mo., by the Springfield Seed Company.

M. F. Hale, A. A. Hale and O. R. Hays have incorporated the Hale Seed & Stock Farms of Bison, S. D. Its capital stock is \$100,000.

Chas. E. Pendarvis has been made manager of the E. G. Lewis Seed Company of Media, Ill. He was formerly agronomist for the firm.

A large warehouse has been leased at Cordote, Ga., by the Edwards-Haile Company. This will be used in storing high grade pedigreed seeds.

The offices of the Continental Seed Company of Chicago, Ill., are now located at 327 S. La Salle Street. They formerly were at 230 S. La Salle.

J. K. Rugowski, William and Erwin Gaterman have incorporated the J. K. Rugowski Seed Company, Manitowac, Wis. Capital stock amounts to \$100,000.

**KELLOGG
FIELD AND GRASS
SEEDS**

We specialize in: Red Clover, Alsike, White Clover, Alfalfa, Timothy, Fancy Red Top and Blue Grass. Send for samples and prices.

KELLOGG SEED CO.
MILWAUKEE · WISCONSIN

Grain and Seeds

FOR SALE

Choice early speckled velvet beans and peas of all kind pure seed. Write for prices. H. M. FRANKLIN, Tennille, Ga.

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

SEND SAMPLES OF

Timothy, Red Clover, Alsike, Red Top,
Hairy Vetch, Bluegrass, Orchard Grass
Seed, Rye and Winter Oats

to

The Belt Seed Company

Importers and Exporters

BALTIMORE

We can offer D. E. Rape, Imported Orchard,
Alfalfa, Crimson Clover and Red Clover.

We Buy Carlots

**TIMOTHY
RED TOP
RED CLOVER
SUNFLOWER
MILLET**

Send us your samples

WE IMPORT AND EXPORT

I. L. RADWANER SEED CO.
NEW YORK, U. S. A.

REGISTERED BRANDS

MINNEAPOLIS SEED CO.
WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS
OUR SPECIALTY

BUYERS, RECLEANERS, SELLERS
ASK OUR BIDS BEFORE SELLING
WRITE OR WIRE FOR SAMPLES AND PRICES

TIMOTHY, CLOVERS, MILLETS
GRASSES, FORAGE SEEDS, SEED GRAINS,
PEAS, BEANS AND SCREENINGS.

P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
SEED ELEVATOR & WAREHOUSES: 24TH TO 25TH STS. & R. R. AVE. SO.
GRAIN ELEVATORS & WAREHOUSES: 25TH TO 27TH STS. & R. R. AVE. SO.
MINNEAPOLIS, MINN.

Exporters. Importers.
**NUNGESSER-DICKINSON SEED
COMPANY**
NEW YORK, N. Y.

Headquarters for
Imported Clover and Alfalfa Seeds

CONTINENTAL SEED COMPANY
327 SO. LA SALLE STREET
LOCK DRAWER 730
CHICAGO, U.S.A.

SEEDS Grain, Clover and Grass Seeds
CHAS. E. PRUNTY
7, 9 and 11 South Main St. SAINT LOUIS

A. W. SCHISLER SEED CO.

LET US KNOW YOUR WANTS IN
FIELD AND GARDEN SEEDS

Office: 704-6-8-10 North 4th St.

ST. LOUIS, MO.

Track Warehouse: S. W. Cor. Collins and Biddle

**TIMOTHY SUDAN
ALFALFA
FEED MILLET**

**RUDY PATRICK
SEED CO.** KANSAS
CITY, MO.

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
Correspondence Invited
BUFFALO, N. Y.

SEED

We buy and
sell all varieties
of grass and
field seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS**OHIO ELEVATOR FOR SALE**

Good town with good schools and churches. Finest farming community. No competition. Electric power. Good reasons for selling. OHIO, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR FOR SALE

Modern 30,000 capacity elevator, Elgin, North Dakota. Very large territory; only two competitors. Good live town with high school, electric lights and waterworks. For particulars, write C. B. NUPEN, Bismarck, N. D.

TWO OHIO ELEVATORS FOR SALE

Two and one-half miles apart, in rich corn and grain belt. Large shipping, also retail flour, feed, fertilizer, coal, etc. Clearing \$8,000 annually. Very low price, reasonable terms. For full particulars, address SUITE 604, ARCUE BUILDING, Springfield, Ohio.

BUSINESS OPPORTUNITY

FOR SALE—Complete modern feed grinding and batch mixing plant with established trade on both dry and sweet feeds, in centrally located, growing Mississippi town. Own real estate and side track. Buildings sprinklered throughout. Reasons for selling, owner's health and other business requires attention. J. M. BROWN, Box 726, Grenada, Miss.

MACHINERY**FOR SALE**

One 36-inch Stephens-Adamson Mfg. Co.'s Tripper. Two pulleys. Self propelled. P. O. BOX 989, Buffalo, N. Y.

WILL SELL AT A BARGAIN

One 25-horsepower Foos Horizontal Gas Engine. Been run less than a year. OREBAUGH MILLING COMPANY, Norwalk, Ohio.

BOILER AND ENGINE FOR SALE

One 75-horsepower Brownell Boiler. One 55-horsepower Buckeye Engine. Splendid shape. ANNESSER MILL COMPANY, Columbus Grove, Ohio.

WILL YOU BUILD CONCRETE BINS?

We have for sale cheap 125 second-hand jacks for this purpose. CONCRETE BINS, Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

BAGS**FOR SALE—BURLAP BAGS OF EVERY KIND**

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

2439 N. Crawford Ave.

CHICAGO, ILL.

**Miscellaneous
Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

SALESMEN TO GRAIN ELEVATORS

We have a proven product—a combination truck and wagon dump—that is giving entire satisfaction in scores of elevators. Every elevator is a prospect. Exclusive territory in Ohio, Indiana, Illinois, Michigan, Wisconsin and Texas. A real money making proposition for real salesmen. Write, stating experience and territory preferred. X., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

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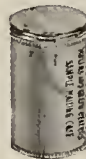
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The United States Grain Corporation issued on May 10, its fifty-second weekly bulletin covering the wheat and wheat flour movement throughout the United States for the week ending April 30, in comparison with the figures for the same period a year ago. The figures given out were as follows:

	1920	1919
Wheat receipts from farms, bushels	5,633,000	1,986,000
Wheat receipts from farms, bushels, previous week	4,813,000	2,185,000
Wheat receipts from farms, bushels, June 27 to April 30 ..	742,705,000	711,448,000
Flour produced during week, barrels	1,893,000	2,766,000
Flour produced previous week, barrels	1,632,000	2,512,000
Flour produced June 27 to April 30	114,175,000	104,542,000
Total stocks, wheat, all elevators and mills, bushels	134,851,000	106,732,000
Total stocks, wheat, all elevators and mills, previous week, bushels	141,842,000	120,891,000
Change for week, bushels, decrease	6,991,000	14,159,000
Exports of wheat and flour, July 1, 1919, to April 30, 1920, amount to 98,333,000 bushels of wheat and 15,381,000 barrels of flour, making a total equal to 169,572,000 bushels of wheat, compared with 148,170,000 bushels of wheat and 22,733,000 barrels of flour last year to April 30, which makes a total of 250,469,000 bushels of wheat, last year's total flour exports including American Relief Administration and American Expeditionary Force shipments.		



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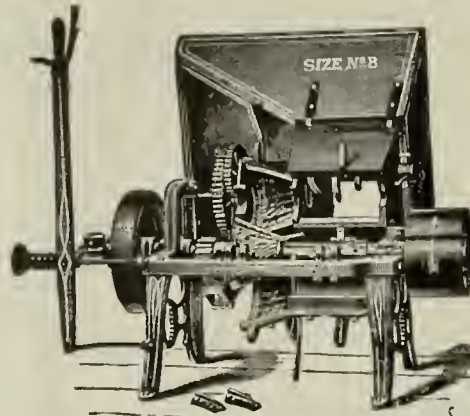
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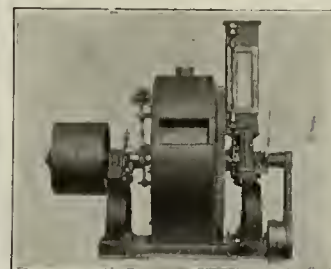
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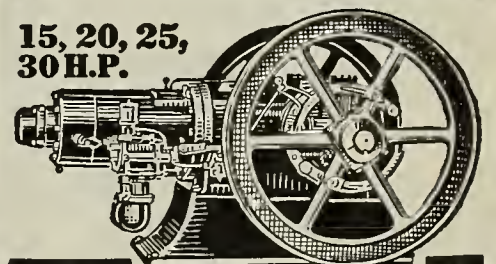
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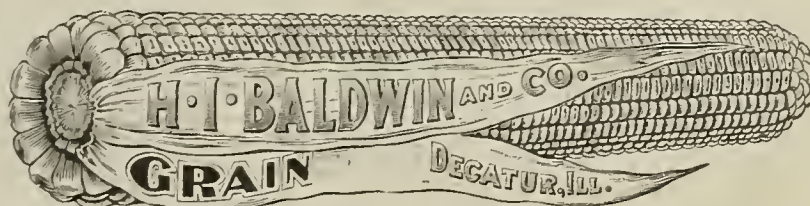
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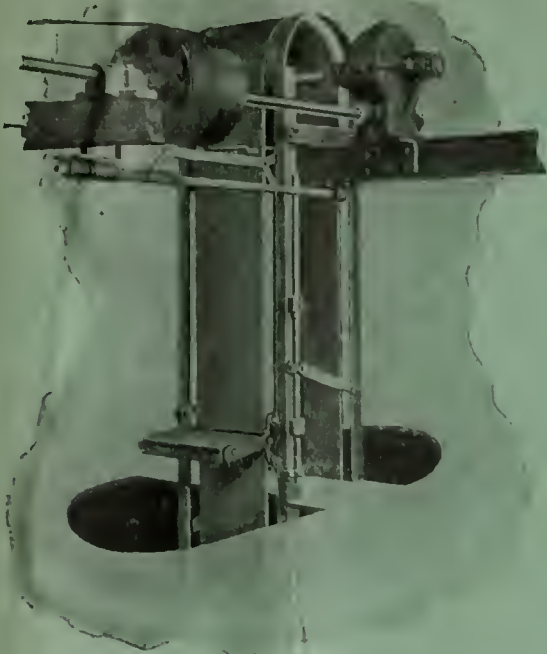
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DRIVEN by motor, tight and loose pulleys, and gears. The Wolf Automatic Safety Stop is unique indeed. Simple, compact, positive, flexible and has adjustable trigger tension. Absolutely reliable and always trips when weight passes the danger zone. Impossible to go over the top on a Wolf Employees Elevator with Safety Stop attached. May be attached to any employees' elevator where the platform travels on rollers against uprights supporting the elevator.

Send for Bulletin No. 106

WOLF Employees Elevators have endless belt with noiseless platform framed in steel. Made up in sections with well braced steel and riveted iron. Steel mandrels at top are supported by large ring oiling bearings mounted on strong I-Beam. The cast iron standards at the base contain the adjustable bearings for tightening the belt.

Pivoted Roller Platform—Platforms on the Wolf Employees Elevator are securely fastened at convenient intervals and mounted on steel pivoted platform arms. Each platform runs on eight rollers—four within the channel iron frame and four without. Impossible to sag or stretch the belt. Always ready to mount. No flopping or changing of platform as it changes direction in passing over end pulleys; a decided advantage over every other make of platform.



THE WOLF COMPANY, Chambersburg, Pa.

Stern, Costly Facts

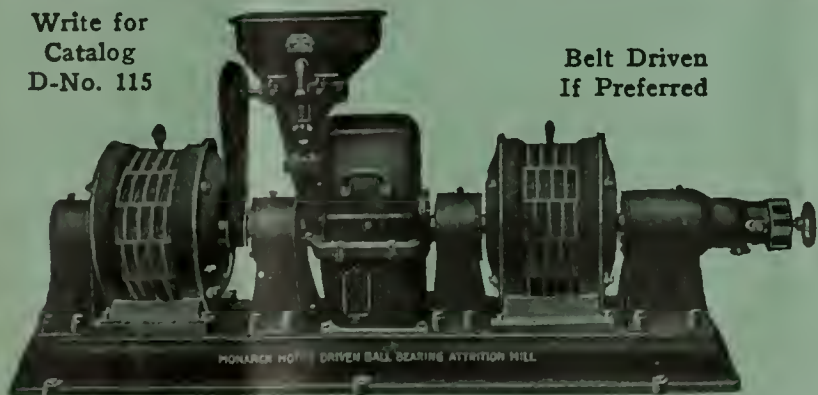
Are the little daily losses in time and lubricant; the repair stops and expenses; the trouble caused by uneven grinding and the maintenance bills of a babbitt bearing, out-of-date feed grinder.

We ask, as a plain business proposition, which would pay you better, to ignore these losses, which, in the aggregate, soon amount to a substantial sum of real money, or to protect yourself permanently from such loss by investing in

The Monarch Ball Bearing Attrition Mill

Write for
Catalog
D-No. 115

Belt Driven
If Preferred



The Monarch is never careless, heedless or inattentive to business.

Ball bearings practically eliminate friction, institute perfect and permanent tram, chase away power and lubricant losses, and inaugurate and continually safeguard uniform grinding.

The mission of this mill is to protect your profits; not by the grace of luck, but by inbuilt, original features which never cease to exist.

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Chicago Office: No. 9 South Clinton Street

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OF CHICAGO

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Surplus and Profits - 10,000,000.00

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The Weller Manufacturing Co. has specialized in the design and construction of labor saving machinery for handling bulk and package materials of all kinds and during that time no other company has been so closely identified with the development of elevating and conveying equipment in its special application to mill and elevator work.

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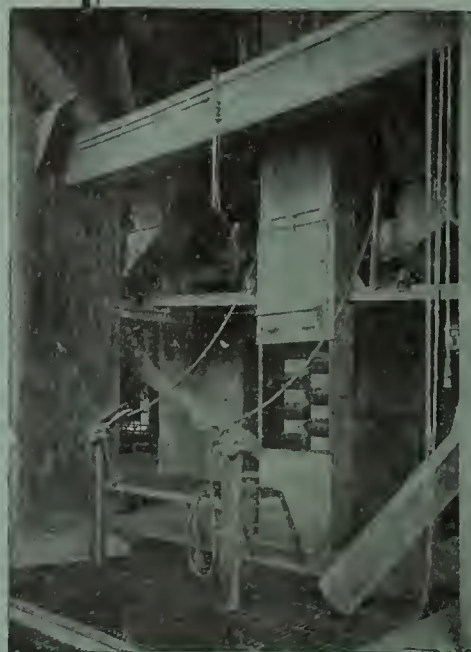
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Catalogue No. 30 F, showing a full line of equipment, will be sent on request

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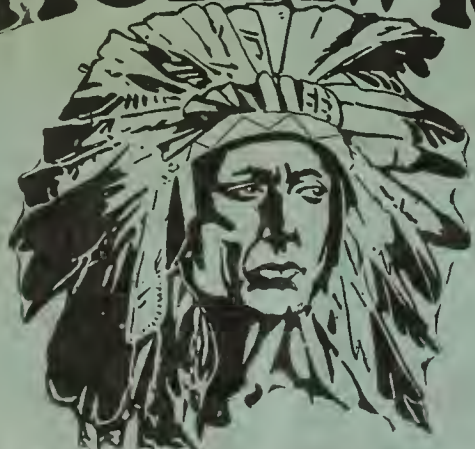
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